

City of Yarra

Heritage Gaps

Review One

2013



TABLE OF CONTENTS

1. BACKGROUND	5
2. AMENDMENT C149.....	6
2.1 New and revised heritage precincts and heritage places	6
2.2 Schedule to the Heritage Overlay	6
2.3 Additional changes	7
3. LIST OF SITES	10
3.1 New precincts	10
3.2 Revised precincts.....	23
3.3 Individual places	32
APPENDIX A – PRECINCT CITATIONS	36
Alphington East Residential Precinct (HO362)	36
Barkly Gardens Precinct, Richmond (HO308).....	40
Bridge Road Precinct, Richmond (HO310)	44
Church Street Precinct, Richmond (HO315).....	48
Cole’s Paddock Estate Precinct, Richmond (HO363).....	53
Golden Square Precinct, Richmond (HO322)	57
Kennedy Street Precinct, Richmond (HO325)	61
Park Crescent Precinct, Alphington and Fairfield (HO328)	65
Wellington Street Precinct, Cremorne (HO364).....	68
West Richmond Precinct, Richmond (HO338)	72
APPENDIX B – INDIVIDUAL PLACE CITATIONS.....	76
Grocer’s shop (former) & residence (HO365), 69 Balmain Street, Cremorne	76
Olinda (HO366), 75 Balmain Street, Cremorne	79
Klembro Pty Ltd factory (former) (HO367), 80-82 Balmain Street, Cremorne	82

House and stables (HO368)*, 10 Pearson Street and 11 Chapel Street, Cremorne.....	86
Attached houses (HO369)*, 2-6 Appleton Street & 97-105 Burnley Street, Richmond.....	88
House (HO370), 24 Appleton Street, Richmond	91
Houses (HO371), 53-55 Baker Street, Richmond	94
Duplexes (HO372), 25-31 Bosisto Street, Richmond	96
House (HO373), 167 Brighton Street, Richmond.....	98
Loyal Studley Hotel (Former) (HO374), 53 Burnley Street, Richmond.....	100
Russell Manufacturing Company Pty Ltd (later Repco) (HO375), 81-95 Burnley Street, Richmond.....	103
House, part shop and row house (HO376), 63-71 Church Street, Richmond.....	106
S. Andrewartha Showrooms (Former) (HO377), 115-117 Church Street, Richmond.....	109
Bristol Hotel (Former) (HO378), 135 Church Street, Richmond.....	111
Naughten's Hotel (Former) (HO379), 164 Church Street, Richmond	113
James Lentell Building (later confectionary and bakery) (HO380), 178 Church Street, Richmond.....	116
Alexander Miller's shops and residences (HO381), 533-537 Church Street, Richmond.....	118
Prince Alfred Hotel (HO382), 619 Church Street, Richmond	121
Kia Ora (HO383), 93 Elizabeth Street, Richmond	124
Grocer's shop (former) & residence (HO384), 102 Elizabeth Street, Richmond.....	126
House (HO385), 53 Gardner Street, Richmond.....	128
House (HO386), 82 Gardner Street, Richmond.....	131
Terrace (HO387), 193-197 Highett Street, Richmond	133
House (HO388), 247 Highett Street, Richmond	135
Mornington (HO389), 361 Highett Street, Richmond	137
Walters' house, warehouse and stables complex (HO390), 27-29 Hoddle Street, Richmond.....	139
Relova Redressing Laundry (Former) (HO391), 129 Hoddle Street, Richmond.....	142
House (HO392), 139 Hoddle Street, Richmond	144
House (HO393), 9 Hull Street, Richmond	147
Attached houses (HO394), 35-37 Kent Street, Richmond	149
William North house (later Navarre) (HO395), 59 Kent Street, Richmond	152

All Nations Hotel (HO396), 64 Lennox Street, Richmond.....	155
Mahony's shop and residence (HO397), 66 Lennox Street, Richmond	157
House (HO398), 28 Murphy Street, Richmond.....	159
Cottages (HO399), 2-4 Regent Street, Richmond.....	161
Terrace houses (HO400), 10, 10A, 12 & 14 Regent Street, Richmond	164
Russell Bros. Tannery (Former) (HO401), 28-34 Rooney Street & 20-24 Rose Street, Richmond.....	166
House (HO402), 33 Smith Street, Richmond.....	168
Portarlinton Villa (HO403), 150 Somerset Street, Richmond.....	170
Richmond Metropolitan Fire Station (Former) (HO404), 154 Somerset Street, Richmond	172
Greyhound Hotel, later Depot Hotel, now Precinct Hotel (HO405), 60-62 Swan Street, Cremorne.....	174
House (HO406), 6 Yarra Street, Richmond	178
Marchant's Aerated Waters & Cordials Pty Ltd (Former) (HO407)*, 21-27 York Street, Units 1-7 of 31 York Street, 14 Garfield Street, Richmond.....	180

1. BACKGROUND

In 2009 Council commissioned Graeme Butler & Associates to carry out the *City of Yarra Heritage Gap Study - Stage 2*, as a progression from a Stage 1 scoping study undertaken in 2008.

The 2009 study focused on parts of Richmond, Cremorne, Burnley, Alphington and Fairfield. The study proposed twenty new heritage precincts (with buildings graded as either individually significant, contributory or not contributory), eleven new individually significant places (not within precincts) and revisions to eight existing heritage precincts (including the removal and addition of properties and revised citations).

Amendment C149 to the Yarra Planning Scheme introduces a Heritage Overlay over three of the twenty precincts, revises seven of the eight existing heritage precincts and introduces a Heritage Overlay over a number of individual places. The individual places include some of the original eleven identified in the 2009 report and also includes some of the individually significant places within the seventeen remaining precincts not proposed as part of Amendment C149.

The recommendations from the 2009 study have been altered where appropriate to reflect the following:

- Demolition of buildings;
- Review of Amendment C149 submissions by Nigel Lewis;
- Peer review of Amendment C149 (in relation to individual places and revised precincts) by Context Pty Ltd prior to the panel hearing (*Amendment C149 Review of Heritage Places & Precincts*, 28 Feb 2013);
- Changes recommended by the Amendment C149 panel report dated 6 May 2013; and
- Additional changes to the citations based on further research by Context Pty Ltd. This research was carried out for Stages 1 and 2 of the *City of Yarra Heritage Gaps Study: Review of remaining 17 heritage precincts from the 2009 Gaps report* (2013).

2. AMENDMENT C149

2.1 New and revised heritage precincts and heritage places

Amendment C149 implements the following:

- A Heritage Overlay to three precincts (Alphington East, Cole's Paddock Estate Richmond and Wellington Street Cremorne).
- A Heritage Overlay to 43 individual places (some containing groups of multiple places), outside of precincts.
- Revisions to seven existing heritage precincts (HO308 - Barkly Gardens, HO310 - Bridge Road, HO315 - Church Street, HO322 - Golden Square, HO325 - Kennedy Street, HO328 - Park Crescent, HO338 - West Richmond Precinct). This is to include the removal and addition of buildings (extent varies across the precincts).

Citations for the new and revised precincts are contained in Appendix A. Citations for Individually Significant places are contained in Appendix B.

The heritage status of all affected properties is listed in section 3 of this report (sites were re-entered by Yarra City Council from existing Graeme Butler & Associates reports).

2.2 Schedule to the Heritage Overlay

A 'No' is to be placed in all columns to the Heritage Overlay Schedule to clause 43 of the Yarra Planning Scheme, other than to indicate that paint controls apply to the following places:

- 80-82 Balmain Street, Cremorne
- 53 Burnley Street, Richmond
- 81-95 Burnley Street, Richmond
- 63-71 Church Street, Richmond
- 115-117 Church Street, Richmond
- 135 Church Street, Richmond
- 164 Church Street, Richmond
- 178 Church Street, Richmond
- 533-537 Church Street, Richmond
- 619 Church Street, Richmond
- 102 Elizabeth Street, Richmond
- 27-29 Hoddle Street, Richmond
- 129 Hoddle Street, Richmond
- 35-37 Kent Street, Richmond
- 59 Kent Street, Richmond
- 64 Lennox Street, Richmond
- 66 Lennox Street, Richmond
- 10-14 Regent Street, Richmond

- 28-34 Rooney Street and 20-24 Rose Street, Richmond
- 154 Somerset Street, Richmond
- 60-62 Swan Street, Richmond
- 21-31 York Street, Richmond

Additionally, paint controls will apply to all new places within existing precincts where paint controls currently apply (HO310 - Bridge Road, HO315 - Church Street, HO325 - Kennedy Street).

2.3 Additional changes

Precinct citations

Table 1 lists the other additional changes (i.e., changes in addition to the 'general edits' and other changes recommended by the Amendment C149 Panel) made to the Amendment C149 precinct citations, and explains why the changes have been made.

Some of the changes are a consequence of the work carried out for Stages 1 and 2 of the *City of Yarra Heritage Gaps Study: Review of remaining 17 heritage precincts from the 2009 Gaps report* (2013) (referred to as the 2013 Review).

Table 1: Additional changes to precinct citations

Precinct	Changes in addition to those recommended by the C149 Panel	Comments
All precincts, except for Alphington East	'Historical background' replaced by new historical background 'Development of Richmond' prepared for Stage 2 of the 2013 Review.	The existing historical background, which is derived from the 1985 <i>Richmond Conservation Study</i> , contains some errors (for example, at the beginning of paragraph 4 it states that Richmond's population in 1846 was 4029 when in fact it was 402) and information that is not relevant. Replacing the historical background will ensure that most of the Richmond precincts have consistent historical backgrounds.
Alphington East Residential	The following text in the Description has been deleted: <i>The small commercial and civic node in Heidelberg Road is complementary to this area as an indicator of the early rural origins of the Alphington district.</i>	Stage 1 of the 2013 Review found that the small Alphington Village did not meet the threshold of local significance, and did not form a logical extension to the Alphington East Residential precinct.
Cole's Paddock Estate	The following text in the History has been deleted:	

	<p><i>For estate agents, the Coles Paddock estate was an evolution from the long running Heart of Richmond Estate, a catch-phrase used in land sales from the 1850s, and land here was sold in the 1920s as both the Heart and Coles Paddock by agents Coghill & Haughton: THIS SATURDAY, etc.</i></p> <p>By the First War, Richmond's population had peaked after a long steady rise from the 1840s: this precinct represents part of this final surge of development.</p>	<p>This historic reference is not associated with this precinct. The 'Heart of Richmond' estate was the subdivision that created the 1920s section of the HO325 Kennedy Street precinct immediately to the west (This information has been added to the updated citation prepared for the Kennedy Street precinct).</p> <p>This information is already contained in the 'Development of Richmond' section.</p>
--	---	--

Place citations

Table 2 lists the other additional changes (i.e., changes in addition to the 'general edits' and other changes recommended by the Amendment C149 Panel) made to the Amendment C149 place citations, and explain why the changes have been made.

Some the changes are a consequence of the work carried out for Stages 1 and 2 of the *City of Yarra Heritage Gaps Study: Review of remaining 17 heritage precincts from the 2009 Gaps report* (2013). A background history of Richmond, prepared as part of this study, has also been added to all of the place citations.

Table 2: Additional changes to individual place citations

Place	Changes in addition to those recommended by the C149 Panel	Comments
All Places	Insert an historical background 'Development of Richmond' prepared for Stage 2 of the 2013 Review.	Ensures that the individual places have an historical background that is consistent with the precincts.
HO375 Russell Manufacturing Company Pty Ltd (later RepcO), 81-95 Burnley Street, Richmond	The following text has been added to the History: <i>In March 1942, Russell Manufacturing Co. purchased the land to the north along Burnley Street, towards Doonside Street. The existing building located on the south-east corner of Burnley and Doonside streets was built in 1942. The factory was expanded in 1943 (RepcO Co. records). The factory expansion was described in a 1943 advertisement in the Sands & McDougall Directory: 'RepcO is closely associated with Australia's war effort on the industrial front and is engaged in producing its quota of munitions and war equipment as well as a steady flow of automotive parts for essential services. To meet the extra strain placed on the manufacturing division, a new plant</i>	Additional research into the history of the Repco site was carried out by Bryce Raworth for their submission on behalf of the owners of the site to the C149 Panel. As it contributed to an understanding of the evolution of the site covered by the Heritage Overlay, it has been inserted.

	<i>and extension of its foundry were completed.</i>	
HO377 Former S. Andrewartha Showrooms, 115-117 Church Street, Richmond	<p>The following text has been added to the History:</p> <p>Andrewartha Furniture Manufacturers (mantle-piece maker, later furniture-maker) was established in Richmond in 1900. The showrooms on Church Street were constructed c1915-25. The site was previously occupied by a 'Timber Rack Workshop' with a saw mill to the rear (east), in 1898 (MMBW detail plan no.1051, pt1045 & 1046, 1898).</p>	Additional research was done into the Church Street North Precinct as part of the 2013 Review.
HO405 Greyhound Hotel, later Depot Hotel, now Precinct Hotel, 60-62 Swan Street, Cremorne	<p>The following text has been added to the History:</p> <p><i>The Greyhound Hotel was rebuilt on the site of the former hotel, in 1925-6 for owner Miss JM Cody. It was designed by architect PJ O'Connor and built by EJ White. The published photo of the recently completed building shows the hotel with a cantilever verandah on the elevations fronting Swan and Cremorne streets, and an entrance on the splayed corner. The sash windows on the first floor remain (Richmond Guardian 14 Aug 1926:2).</i></p> <p>Also a biography of P.J. O'Connor.</p>	As part of research for the 2013 Review, the name of the architect – PJ O'Connor – was found. This information, as well as a biographical sketch of his career was added to the citation.
HO385 House, 53 Gardner Street, Richmond	<p>The following text has been added to the History:</p> <p>The Edwardian-era brick house is consistent with the work of HH Kemp who designed many houses in this part of Richmond. A tender notice published in 1901 by Ussher & Kemp for the erection of a 'brick cottage in Gardiner Street, Richmond' appears to correspond with 53 Gardner Street (Building Engineering and Mining Journal 10 Aug 1901).</p> <p>Also, a brief biography of Ussher & Kemp, architects.</p>	As part of research for the 2013 Review, the name of the architects – Ussher & Kemp – was found. This information, as well as a biographical sketch of their career was added to the citation.

3. LIST OF SITES

3.1 New precincts

ALPHINGTON EAST									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
First Alphington Boy Scout Hall number 20	1930-1940	7	ADAMS STREET	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	272735	
	unknown	38	ADAMS STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	271295	
	1915-1925	1	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273755	
	1915-1925	2	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273740	
	1920-1930	3	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273760	
	1900-1915	4	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273745	
	1930-1940	5	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273765	
	1915-1925	6	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273750	
	1980-1900	7	CHAMOUNI STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	280830	
	1915-1925	1	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274340	
	1880-1890	2	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273870	
	1900-1915	3	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274345	
L'Espoir	1850-1890	1/5	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	335330	
L'Espoir	1850-1890	2/5	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	335340	
	1930-1940	6	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273880	
	1880-1890	7	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274355	
	1950-1960	8	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273885	
	1890-1900	9	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274360	
Berkeley	1940-1950	10	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273890	
	1950-1960	11	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274365	
	1960-1970	12-14	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273895	
Lewis House	1980-1995	13	COMO STREET	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	274370	
Verona	1890-1900	15	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274375	
	1900-1915	16	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273905	
Vacant	unknown	18	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273915	
Darrabyn	1900-1915	21	COMO STREET	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	283430	
	1880-1890	22	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273945	
	1990-2000	23	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274390	
	1960-1970	1/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273965	
	1960-1970	2/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273975	
	1960-1970	3/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273985	
	1960-1970	4/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	273995	
	1960-1970	5/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274005	
	1960-1970	6/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274015	
	1960-1970	7/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274025	
	1960-1970	8/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274035	
	1960-1970	9/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274045	
	1960-1970	10/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274055	
	1960-1970	11/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274065	
	1960-1970	12/24	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274075	
	1880-1890	25	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274395	
Willisau	1900-1915	26	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274085	
	1915-1925	27	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274400	
	1890-1900	28	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274095	
	1915-1925	29	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274405	
	1900-1915	30	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274105	
	1980-1990	30A	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274115	
	1880-1910	Rear 30	COMO STREET	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	274105	
Glasshouse	1970-1980	31	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274410	
	unknown	32	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	280825	
	1915-1925	32A	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274125	
	1915-1925	33	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274415	

ALPHINGTON EAST									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1890-1900		COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274140	
	1915-1925	34	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274420	
	1890-1900	36	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274145	
	1990-2000	37	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	301330	
	1880-1890	38	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274155	
	1940-1950	39	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274430	
	1880-1890	40	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274165	
	1915-1925	41	COMO STREET	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	274435	
	1880-1890	42	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274175	
	1915-1925	43	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274440	
	1880-1890	44	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274185	
	1925-1935	45	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274445	
	1915-1925	46	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274195	
	1915-1925	47	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274450	
	1960-1970	1/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274205	
	1960-1970	2/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274220	
	1960-1970	3/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274230	
	1960-1970	4/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274240	
	1960-1970	5/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274250	
	1960-1970	6/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274260	
	1960-1970	7/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274270	
	1960-1970	8/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274280	
	1960-1970	9/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274290	
	1960-1970	10/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274295	
	1960-1970	11/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274305	
	1960-1970	12/48	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274315	
	1900-1915	49	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274455	
	1960-1970	52	COMO STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274320	
	1915-1925	54	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274325	
	1900-1915	56	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274330	
	1925-1930	58	COMO STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274335	
	1915-1925	2	KILLOP STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271895	
	1900-1915	2	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	291115	
	1915-1925	8	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272260	
	1930-1940	10	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272265	
	1880-1890	30	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272280	
	1960-1970	32	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272285	
	1915-1925	34	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272290	
	1915-1925	36	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272295	
Loddon Lea	1900-1915	37	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	272490	
	1900-1915	48	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272315	
	1960-1970	50	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272320	
	unknown	50A	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272325	
	1915-1925	52	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272330	
Frater house and studio	1915-1925	56	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	272340	
	1915-1925	60	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272345	
Loddon Lea	1900-1915	67	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272545	
	1960-1970	69	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272550	
	1915-1925	73	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272555	
	1915-1925	85	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272575	
	1900-1915	87	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272580	
Mona	1900-1915	91	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272585	
	1915-1925	95	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272595	

ALPHINGTON EAST									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1915-1925	97	LUCERNE CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272600	
	1925-1935	9	PARK AVENUE	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274100	
	1900-1915	28	PARKVIEW ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273610	
	1915-1925	2	PHILLIPS STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273725	
	1900-1915	4	PHILLIPS STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	273730	
	1915-1925	1	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274060	
	1915-1925	3	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274070	
	1970-1980	1/5	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	286480	
	1970-1980	2/5	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	286485	
	1915-1925	7	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274090	
	1915-1925	11	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274110	
	1930-1940	13	RIVERVIEW GROVE	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274120	
	1915-1925	2	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274130	
	1915-1925	4	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274135	
	1880-1890	5	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274225	
	1915-1925	6	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274150	
	1915-1925	8	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274160	
	1915-1925	10	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274170	
	1915-1925	12	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274180	
	1915-1925	14	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	274190	
	1915-1925	16	ROEMER CRESCENT	ALPHINGTON	Alphington East Precinct	Contributory	HO362	274200	
	1890-1900	5	ST BERNARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270040	
	1890-1900	7	ST BERNARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270045	
	1890-1900	9	ST BERNARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270050	
	1890-1900	11	ST BERNARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270055	
	1890-1910	13	ST BERNARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270060	
Elimatta	1900-1915	1	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270145	
	unknown	1A	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	270150	
	1915-1925	2	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270110	
	1900-1915	3	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	270160	
	1930-1940	3A	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270155	
	1915-1925	4	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270115	
	1915-1925	5	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270165	
	1915-1925	6	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270120	
	1990-2000	7	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	270170	
	1915-1925	8	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270125	
	1900-1915	9	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	270175	
	vacant	10	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	270130	
	1890-1900	12	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270135	
	1890-1910	14	ST GOTHARDS ROAD	ALPHINGTON	Alphington East Precinct	Contributory	HO362	270140	
Inglegarra	1915-1925	2	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271040	
	1920-1935	4	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271045	
	1930-1940	6	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271050	
	1930-1940	8	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271055	
	1915-1925	10	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271060	
	1915-1925	12	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271065	
	1930-1940	14	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271070	
	1930-1940	16	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271075	
	1930-1940	18	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271080	
	1930-1940	20	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271085	
	1930-1940	22	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271090	
	1930-1940	24	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271095	
	1930-1940	26	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271100	

ALPHINGTON EAST								
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
	1925-1930	28	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271115
	1925-1930	30	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271120
	1915-1925	32	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271130
	1925-1930	34	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271140
	1930-1940	36	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271150
	1930-1940	38	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271160
	1930-1940	40	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271170
	1925-1930	42	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271180
	1930-1940	44	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271195
	1915-1925	48	VIEW STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271200
	1925-1930	2	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271730
	1915-1925	3	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272105
	1915-1925	4	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271735
	1915-1925	5	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272110
	vacant	6	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	271740
	1915-1925	7	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272145
	1915-1925	8	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271745
	1915-1925	9	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272120
	1915-1925	11	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272125
	1915-1925	15	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272130
	1970-1980	17	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272135
	1915-1925	19	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272140
	1915-1925	21	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272145
	1915-1925	23	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272150
	1925-1930	25	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272155
	1915-1925	26	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271910
Alphington State School	1915-1925	27	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272160
	1915-1925	29	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272165
	1970-1980	33	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272170
	1915-1925	35	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272175
	1915-1925	37	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272180
	1915-1925	39	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272185
	1900-1915	42	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271970
	1900-1915	43	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272190
	1900-1915	44	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271975
	1915-1925	45	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272195
	1900-1915	46	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271980
	1900-1915	47	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272200
	1900-1915	48	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	271985
	1970-1980	1/49	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272205
	1970-1980	2/49	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272210
	1970-1980	3/49	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272215
	1970-1980	4/49	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Not contributory	HO362	272220
	1915-1925	53	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272225
	1915-1925	55	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	272230
	1970-1980	57	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Contributory	HO362	299305
	1915-1925	59	YARRALEA STREET	ALPHINGTON	Alphington East Precinct	Individually significant	HO362	272240

COLE'S PADDOCK									
NAME	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER		
	1	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152025		
	1A	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152030		
	2	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151720		
	2A	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151725		
	2AA	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151715		
	3	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152020		
	4	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151730		
	5	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152015		
	6	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151735		
	1/7	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	151990		
	2/7	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	151995		
	3/7	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152000		
	4/7	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152005		
	5/7	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152010		
	8	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	151740		
	9	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151985		
	10	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151745		
	11	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151980		
	12	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151750		
	13	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151975		
	14	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151755		
	15	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151970		
	16	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151760		
	17	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151965		
	18	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151765		
	19	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151960		
	20	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151770		
	22	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151775		
	23	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151955		
	27	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151950		
	29	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151945		
	30	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151840		
	31	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151940		
	32	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151845		
	33	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151935		
	34	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151850		
	35	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151930		
	36	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Individually significant	HO363	151855		
	37	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151925		
	38	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	151860		
	40	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151865		
	42	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	315380		
	44	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151875		
	45	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151910		
	46	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151880		
	47	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151905		
	48	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151885		
	49	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151900		
	50	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151890		
	51	BENNETT STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	151895		
	133	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	154855		
	135	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	154860		
	unknown	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	154865		

COLE'S PADDOCK									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1900-1915	139	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	154870	
	1850-1890	145	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	154875	
	vacant	147	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	154880	
	1915-1925	149	BUCKINGHAM STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	154885	
	1900-1915	1	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Individually significant	HO363	288515	
	1900-1915	2	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152450	
	1900-1915	3	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153330	
	1900-1915	4	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152455	
	1900-1915	5	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153325	
	1900-1915	6	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152460	
	1900-1915	8	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152465	
	1900-1915	10	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152470	
	1900-1915	11	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153250	
	1900-1915	12	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152475	
	1900-1915	13	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153245	
	1900-1915	14	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152480	
	1900-1915	16	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152485	
	1900-1915	18	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152490	
	1900-1915	19	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Individually significant	HO363	153180	
	1900-1915	20	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152495	
	1900-1915	21	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Individually significant	HO363	153175	
	1900-1915	22	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152500	
	1900-1915	25	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153080	
	1900-1915	27	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153075	
	1900-1915	29	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153070	
	1900-1915	31	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153065	
	vacant	35	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153015	
	1900-1915	37	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153010	
	1900-1915	38	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152815	
	1900-1915	39	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153005	
	1900-1915	40	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152820	
	1900-1915	41	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	153000	
	1900-1915	42	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152825	
	1900-1915	43	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152995	
	1900-1915	43A	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152990	
	1900-1915	44	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152830	
	1900-1915	46	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152835	
	1900-1915	48	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152840	
	1900-1915	50	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152845	
	1900-1915	52	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152850	
	1850-1890	54	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152855	
	1900-1915	56	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152860	
	1900-1915	58	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152865	
	1850-1890	60	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152870	
Gomer terrace	1850-1890	62	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152875	
Gomer terrace	1850-1890	64	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152880	
Gomer terrace	1850-1890	66	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152885	
	1970-1980	1/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153255	
	1970-1980	2/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153260	
	1970-1980	3/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153265	
	1970-1980	4/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153270	
	1970-1980	5/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153275	
	1970-1980	6/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153280	

COLE'S PADDOCK									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1970-1980	7/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153285	
	1970-1980	8/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153290	
	1970-1980	9/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153295	
	1970-1980	10/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153300	
	1970-1980	11/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153305	
	1970-1980	12/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153310	
	1970-1980	13/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153315	
	1970-1980	14/7-9	DAVISON STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	153320	
	1900-1915	1	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152035	
	1915-1925	2	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152445	
	1900-1915	3	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152040	
Stafford	1900-1915	4	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152440	
	1960-1970	6	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152435	
	1910-1915	8	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Individually significant	HO363	152430	
	1900-1915	10	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152425	
	1900-1915	11	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152155	
	1970-1980	12	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152420	
	1915-1925	14	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152415	
	1900-1915	15	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152165	
	1900-1915	16	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Individually significant	HO363	152410	
	1900-1915	17	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152170	
Strathdearn	1900-1915	18	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152405	
	1900-1915	18A	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152400	
	1900-1915	19	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152175	
	1900-1915	21	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152180	
	1900-1915	22	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152375	
	1900-1915	23	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152185	
	1900-1915	24	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152370	
	1900-1915	25	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152190	
	1900-1915	26	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152365	
	1900-1915	27	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152195	
	1900-1915	28	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152360	
	1900-1915	29	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152200	
	1900-1915	30	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152355	
	1900-1915	31	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152205	
	1900-1915	32	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152350	
	1900-1915	33	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152210	
	1900-1915	35	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152215	
	1900-1915	36	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152305	
	1900-1915	37	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152220	
	1900-1915	38	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152300	
	1900-1915	39	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152225	
	1915-1925	40	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152295	
	1900-1915	41	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152235	
	vacant	43	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152240	
	1900-1915	44	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152290	
	1900-1915	45	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152245	
	1900-1915	46	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152285	
	1900-1915	47	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152250	
	1900-1915	48	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	299265	
	2000-2010	49	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	152255	
	1900-1915	50	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152275	
	1900-1915	51	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152260	

COLE'S PADDOCK									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1990-2000	51A	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Not contributory	HO363	299270	
	1925-1930	52	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152270	
	1925-1930	54	LESLIE STREET	RICHMOND	Coles Paddock Estate Precinct	Contributory	HO363	152265	

WELLINGTON STREET									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1850-1890	1	BLANCHE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165680	
	1850-1890	2	BLANCHE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165675	
	1850-1890	3	BLANCHE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165685	
	1850-1890	5	BLANCHE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165690	
	1850-1890	1	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166740	
	1850-1890	3	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166735	
	1850-1890	5	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166730	
	1850-1890	7	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166725	
	1850-1890	9	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166720	
	1850-1890	11	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166715	
	1850-1890	13	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166710	
	1850-1890	15	GOUGH PLACE	CREMORNE	Wellington Street Precinct	Contributory	HO364	166705	
	1850-1890	35	HUCKERBY STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166475	
	1850-1890	37	HUCKERBY STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166480	
	2012	49	HUCKERBY STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	380520	
	2012	51	HUCKERBY STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	380510	
	1850-1890	50	JESSIE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166025	
	1850-1890	3	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165695	
	1850-1890	4	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165870	
	1900-1915	5	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165700	
	1850-1890	6	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165865	
	1990-2000	7	KELSO STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	290550	
	1900-2000	7A	KELSO STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	290555	
	1850-1890	8	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165860	
	1900-1915	9	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165710	
	1850-1890	10	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165855	
	1850-1890	11	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165715	
	1900-1915	12	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165850	
	1850-1890	13	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165720	
	1850-1890	14	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165845	
	1850-1890	15	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165725	
	1850-1890	16	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165840	
	1850-1890	17	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165730	
	1850-1890	19	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165735	
	1850-1890	21	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165740	
	1850-1890	23	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165745	
	1850-1890	25	KELSO STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165750	
	1850-1890	1	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165955	
	1850-1890	2	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165880	
	1850-1890	3	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	165950	
	1850-1890	4	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165885	
	1925-1930	5	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165945	
	1990-2000	6	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	165890	
	1990-2000	6A	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	281160	
Fairmont	1850-1890	7	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165940	
Moruya	1850-1890	8	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165895	
	1850-1890	9	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165935	
	2000-2010	10A	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	371310	
	2000-2010	10B	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	371320	
	1850-1890	11	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	165930	
	1990-2000	12	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	287020	
	1990-2000	12A	MELROSE STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	287025	
	1850-1890	13	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165925	

WELLINGTON STREET									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1850-1890	14	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165910	
	1850-1890	15	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165920	
	1850-1890	16	MELROSE STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	165915	
	1850-1890	375	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166505	
	1850-1890	377	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166510	
Parkview Flats, former	1879-1930	379	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166515	
Parkview Flats, former	1870-1930	381	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166520	
	1850-1890	383	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166525	
	unknown	385	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166530	
	1980-1990	387	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166535	
	1930-1940	1/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166540	
Cremorne Court Flats	1930-1940	2/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166545	
Cremorne Court Flats	1930-1940	3/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166550	
Cremorne Court Flats	1930-1940	4/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166555	
Cremorne Court Flats	1930-1940	5/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166560	
Cremorne Court Flats	1930-1940	6/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166565	
Cremorne Court Flats	1930-1940	7/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166570	
Cremorne Court Flats	1930-1940	8/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166575	
Cremorne Court Flats	1930-1940	9/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166580	
Cremorne Court Flats	1930-1940	10/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166585	
Cremorne Court Flats	1930-1940	11/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166590	
Cremorne Court Flats	1930-1940	12/389-393	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166595	
	1850-1890	395	PUNT ROAD	CREMORNE	Wellington Street Precinct	Individually significant	HO364	166600	
	1850-1890	397	PUNT ROAD	CREMORNE	Wellington Street Precinct	Individually significant	HO364	166605	
	1980-1990	399-411	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166610	
	1850-1890	413	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166615	
	1850-1890	415	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166620	
	1850-1890	417	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166625	
	unknown	423-425	PUNT ROAD	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166640	
	1850-1890	427	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166645	
	1850-1890	429	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166650	
	1850-1890	431	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166655	
	1850-1890	433	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166660	
	1850-1890	435	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166665	
	1850-1890	437	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166670	
	1850-1890	439	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166675	
	1915-1925	441	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166680	
	1850-1890	443	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166685	
	1850-1890	445	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166690	
	1850-1890	447	PUNT ROAD	CREMORNE	Wellington Street Precinct	Contributory	HO364	166695	
	1850-1890	2	ROUT STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166470	
	1850-1890	8	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166450	
	1900-1915	11	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166045	
	1900-1915	11A	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166050	
	1990-2000	14	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	274780	
	1900-1915	16	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166445	
	1850-1890	17	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166060	
	1900-1915	18	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166440	
	1850-1890	19	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166065	
	1900-1915	20	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166435	
	1850-1890	21	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166070	
	1850-1890	23	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166075	
	1850-1890	25	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166080	

WELLINGTON STREET NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
	1850-1890	26	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166430
	1850-1890	27	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166085
	1850-1890	28	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166425
	1850-1890	29	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166090
	1850-1890	30	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166420
	1900-1915	31	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166095
	1850-1890	32	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166415
	1850-1890	33	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166100
	1850-1890	34	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166410
	1850-1890	35	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166105
	1850-1890	36	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166405
	1850-1890	37	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166110
	1850-1890	38	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166400
	1990-2000	39	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	299140
	1850-1890	40	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166395
	1990-2000	41	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	299145
	1850-1890	42	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166390
	1900-1915	43	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166120
	1870-1890	44	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Individually significant	HO364	166385
	1900-1915	45	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166125
	1990-2000	46	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166380
	1990-2000	1/47	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166130
	1990-2000	2/47	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	277230
	1850-1890	48	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166375
	1850-1890	49	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166135
	1850-1890	50	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166370
	1850-1890	51	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166140
	1850-1890	52	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166365
	1850-1890	53	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166145
	1850-1890	54	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166360
	1850-1890	55	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166150
	1970-1980	56	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166355
	1960-1970	57-59	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166155
	1960-1970	1/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166315
	1960-1970	2/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166320
	1960-1970	3/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166325
	1960-1970	4/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166330
	1960-1970	5/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166335
	1960-1970	6/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166340
	1960-1970	7/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166345
	1960-1970	8/58-60	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166350
	1850-1890	61	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	304370
	1980-1990	62	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166310
	1850-1890	63	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166165
	1850-1890	63A	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166170
	unknown	66	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166305
	1850-1890	68	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166300
	2000-2010	70	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166295
	1900-1915	71	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166180
	1850-1890	72	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166290
	1900-1915	73	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166185
	1900-1915	74	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166285
	2000-2010	75	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166190

WELLINGTON STREET									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1900-1915	77	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Contributory	HO364	166195	
	1915-1925	78	WELLINGTON STREET	CREMORNE	Wellington Street Precinct	Not contributory	HO364	166280	

3.2 Revised precincts

HO308 - BARKLY GARDENS						
ADDED PROPERTIES						
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS
Acton	1850-1890	12	LESNEY STREET	RICHMOND	Barkly Gardens Precinct	Contributory
	1850-1890	14	LESNEY STREET	RICHMOND	Barkly Gardens Precinct	Contributory
	1980-1990	16	LESNEY STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1980-1990	18	LESNEY STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
Barwood house	1850-1890	20	LESNEY STREET	RICHMOND	Barkly Gardens Precinct	Individually significant
	1900-1915	1	SHAMROCK STREET	RICHMOND	Barkly Gardens Precinct	Contributory
	1900-1915	5	SHAMROCK STREET	RICHMOND	Barkly Gardens Precinct	Contributory
	1850-1890	7	SHAMROCK STREET	RICHMOND	Barkly Gardens Precinct	Contributory
	1850-1890	9	SHAMROCK STREET	RICHMOND	Barkly Gardens Precinct	Contributory
	1850-1890	11	SHAMROCK STREET	RICHMOND	Barkly Gardens Precinct	Contributory
REMOVED PROPERTIES						
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS
	1970-1980	1	BARKLY AVENUE	RICHMOND	Barkly Gardens Precinct	Not contributory
	1990-2000	71	BRIGHTON STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1990-2000	71A	BRIGHTON STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1990-2000	71B	BRIGHTON STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1970-1980	77	BRIGHTON STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
State School	1970-1980	85	BRIGHTON STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1925-1930	4	DAVIS STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1970-1980	6 (all 6 units)	DAVIS STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1970-1980	8 (all 6 units)	DAVIS STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1970-1980	10 (all 6 units)	DAVIS STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1970-1980	12	DAVIS STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1925-1935	3	GOODWIN STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1925-1935	5	GOODWIN STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1990-2000	7	GOODWIN STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1990-2000	7A	GOODWIN STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
	1970-1980	244-246	MARY STREET	RICHMOND	Barkly Gardens Precinct	Not contributory
NOTES						
252 Mary Street, Richmond - Grading changed to not contributory (previously contributory). New development.						

HO310 - BRIDGE ROAD								
ADDED PROPERTIES								
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
Royal/Oak Hotel	1900-1915	529-533	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Individually significant	HO310	168810
Fincham Organ Factory, later Jactett, Howard & Co, Flour Mills	1850-1890	534	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Contributory	HO310	299815
Fincham Organ Factory, later Jactett, Howard & Co, Flour Mills	1850-1890	534A	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Contributory	HO310	299810
James Boland's shop and residence	1873	597-599	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Individually significant	HO310	168840
James Boland's shop and residence	1870-1890	Ground floor 635	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Individually significant	HO310	385590
James Boland's shop and residence	1870-1890	First floor 635	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Individually significant	HO310	385600
	1889	637-639	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Individually significant	HO310	168875
REMOVED PROPERTIES								
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
	1990-2000	343-353	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	193710
	unknown	Ground floor 369-371	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	355530
	unknown	First floor 369-371	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	355540
	unknown	373-375	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	193755
	unknown	377-379	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	193760
	unknown	393	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	193785
	1990-2000	409	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	385510
	1990-2000	411	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	385520
	unknown	415	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	193815
	unknown	421-427	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	193825
	1990-2000	Ground floor 429-431	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	299755
	1990-2000	First floor 429-431	BRIDGE ROAD	RICHMOND	Bridge Road Precinct	Not contributory	HO310	299760

NOTES

- Ground floor 369-371 Bridge Road, Richmond - Listed in Appendix 8 as 369-371
- First floor 369-371 Bridge Road, Richmond - Listed in Appendix 8 as 369-371
- 373-375 Bridge Road, Richmond - Listed in Appendix 8 as 373
- 377-379 Bridge Road, Richmond - Listed in Appendix 8 as 377
- 409 Bridge Road, Richmond - Listed in Appendix 8 as 409-411
- 411 Bridge Road, Richmond - Listed in Appendix 8 as 409-411
- Ground floor 429-431 Bridge Road, Richmond - Listed in Appendix 8 as 429-431
- First floor 429-431 Bridge Road, Richmond - Listed in Appendix 8 as 429-431

HO315 - CHURCH STREET							
ADDED PROPERTIES NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	
REMOVED PROPERTIES NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	
						PROPERTY NUMBER	
	1890-1910	317	CHURCH STREET	RICHMOND	Church Street Precinct	Contributory	HO315 191425
	unknown	2A (all floors and all units)	BROUGHAM STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 314420 and others
	1990-2000	268-270	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 189915
	1980-1990	272	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 189920
	1980-1990	273	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191730
	1990-2000	274	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 189925
	1970-1980	275-283	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 319530
	1990-2000	Ground floor 1/278	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 301750
	1990-2000	Floor 1 2/278	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 301760
	1990-2000	Floor 1 3/278	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 301770
	1900-2000	Ground floor 1/280	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 288890
	1900-2000	Floor 1 2/280	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 288895
	1900-2000	Ground and first floor 3/280	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 288900
	1980-1990	285 (all 16 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191635 and others
	1980-1990	291 (all 16 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191555 and others
	1960-1970	297 (all 16 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191470 and others
	1960-1970	303-305 (all 6 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191435 and others
	unknown	319	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191420
	1990-2000	333 (all 14 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 191345 and others
	1900-2000	343 (all 32 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 293940 and others
	1970-1990	366	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 190040
	unknown	368 (all 6 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 190050 and others
	unknown	370 (all 8 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 190070 and others
	1960-1970	372-374 (all 15 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 190110 and others
	1980-1990	376-378 (all 5 units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 190185 and others
	1925-1930	420 (all three units)	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 380530 and others
	1925-1930	422	CHURCH STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 380560
	2000-2010	424	CHURCH STREET	RICHMOND	Church Street Precinct	Contributory	HO315 386810
	2000-2010	426	CHURCH STREET	RICHMOND	Church Street Precinct	Contributory	HO315 386800
	2000-2010	428	CHURCH STREET	RICHMOND	Church Street Precinct	Contributory	HO315 386790
	2000-2010	430	CHURCH STREET	RICHMOND	Church Street Precinct	Contributory	HO315 386780
	2000-2010	25	DICKMANN STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 298825
	1990-2000	1 (all 4 units)	GEORGE STREET	RICHMOND	Church Street Precinct	Not contributory	HO315 293790 and others
	unknown	17-21	THE VAUCLUSE	RICHMOND	Church Street Precinct	Not contributory	HO315 355720

NOTES
2A (all floors and all units) Brougham Street, Richmond - Listed in different HO area in Appendix 8 but in HO315 in Planning Scheme map

317 Church Street, Richmond - Already in Planning Scheme map HO315 but not Appendix 8

424 Church Street, Richmond - Listed in different HO area in Appendix 8 but in HO315 in Planning Scheme map. Building demolished.

426 Church Street, Richmond - Listed in different HO area in Appendix 8 but in HO315 in Planning Scheme map. Building demolished.

428 Church Street, Richmond - Building demolished

430 Church Street, Richmond - Building demolished

17-21 The Vaucluse, Richmond - Already in Planning Scheme map HO315 but not Appendix 8

268-270 Church Street, Richmond - Listed in Appendix 8 as 270A and 270B

Ground floor 1/278 Church Street, Richmond - Listed in Appendix 8 as 278

Floor 1 2/278 Church Street, Richmond - Listed in Appendix 8 as 278

Floor 1 3/278 Church Street, Richmond - Listed in Appendix 8 as 278

Ground floor 1/280 Church Street, Richmond - Listed in Appendix 8 as 280

Floor 1 2/280 Church Street, Richmond - Listed in Appendix 8 as 280

Ground and first floor 3/280 Church Street, Richmond - Listed in Appendix 8 as 280

368 (all 6 units) Church Street, Richmond - Listed in Appendix 8 as 368-370

370 (all 8 units) Church Street, Richmond - Listed in Appendix 8 as 368-370

372-374 (all 15 units) Church Street, Richmond - Listed in Appendix 8 as 372

1 (all 4 units) George Street, Richmond - Listed in Appendix 8 as 1/1-4, 1/3, 1/4

HO322 - GOLDEN SQUARE									
ADDED PROPERTIES									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1900-1915	78	MADDEN GROVE	BURNLEY	Golden Square Precinct	Contributory	HO322	174995	
	1850-1890	84	MADDEN GROVE	BURNLEY	Golden Square Precinct	Contributory	HO322	174960	
REMOVED PROPERTIES									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1990-2000	5	BARROW PLACE	BURNLEY	Golden Square Precinct	Not contributory	HO322	308000	
	1990-2000	7	BARROW PLACE	BURNLEY	Golden Square Precinct	Not contributory	HO322	308120	
	1990-2000	9	BARROW PLACE	BURNLEY	Golden Square Precinct	Not contributory	HO322	308130	
	unknown	51-53	GIBDON STREET	BURNLEY	Golden Square Precinct	Not contributory	HO322	175945	
	unknown	2	LOYOLA GROVE	BURNLEY	Golden Square Precinct	Not contributory	HO322	176295	
	1925-1930	4	LOYOLA GROVE	BURNLEY	Golden Square Precinct	Not contributory	HO322	176300	
	1960-1970	42	LOYOLA GROVE	BURNLEY	Golden Square Precinct	Not contributory	HO322	308110	
	1980-1900	48	PARKVILLE STREET	BURNLEY	Golden Square Precinct	Not contributory	HO322	176285	
	1980-1900	50	PARKVILLE STREET	BURNLEY	Golden Square Precinct	Not contributory	HO322	176290	
NOTES									

51-53 Gibdon Street, Burnley - Listed in Appendix 8 as 51

HO325 - KENNEDY STREET									
ADDED PROPERTIES									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1850-1890	119	BUCKINGHAM STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	154835	
	1850-1890	121	BUCKINGHAM STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	154840	
	1915-1925	67	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155540	
	1915-1925	70	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155995	
Somerville	1850-1890	73	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155545	
	1850-1890	75	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155550	
	1850-1890	77	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155555	
	1850-1890	79	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155560	
Lynholme	1850-1890	81	KENT STREET	RICHMOND	Kennedy Street Precinct	Contributory	HO325	155565	
	1950-1960	83	KENT STREET	RICHMOND	Kennedy Street Precinct	Not contributory	HO325	155570	
	1970-1980	85	KENT STREET	RICHMOND	Kennedy Street Precinct	Not contributory	HO325	155575	
REMOVED PROPERTIES									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1960-1970	133	KENT STREET	RICHMOND	Kennedy Street Precinct	Not contributory	HO325	155680	
	1960-1970	135	KENT STREET	RICHMOND	Kennedy Street Precinct	Not contributory	HO325	155685	

HO328 - PARK CRESCENT									
ADDED PROPERTIES									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1850-1890	36	PARK CRESCENT	FAIRFIELD	Park Crescent Precinct	Contributory	HO328	273180	
	1900-1915	38	PARK CRESCENT	FAIRFIELD	Park Crescent Precinct	Contributory	HO328	273185	
Hadley Wold	1900-1915	41	PARK CRESCENT	FAIRFIELD	Park Crescent Precinct	Individually significant	HO328	273565	
REMOVED PROPERTIES									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
	1990-2000	35	ALPHINGTON STREET	ALPHINGTON	Park Crescent Precinct	Not contributory	HO328	272915	
	1950-1960	9	ARTHUR STREET	FAIRFIELD	Park Crescent Precinct	Not contributory	HO328	273315	

H0338 - WEST RICHMOND

ADDED PROPERTIES							REMOVED PROPERTIES										
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
	1970-1980	90	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	176780									
	1850-1890	92	HIGHETT STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	176775									
	1850-1890	94	HIGHETT STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	176770									
	1850-1890	96	HIGHETT STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	176765									
	1850-1890	1/139	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	372110									
	1850-1890	2/139	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	372100									
	1850-1890	3/139	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	372090									
	1850-1890	141	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178260									
	1850-1890	143	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178265									
	1850-1890	145	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178270									
	1850-1890	147	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178275									
	1850-1890	148	LENNOX STREET	RICHMOND	West Richmond Precinct	Individually significant	H0338	179930									
	1850-1890	149	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178280									
	1900-1915	150	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	179925									
	1850-1890	151	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	367260									
	1900-1915	152	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	179920									
	1915-1925	153	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178290									
	1850-1890	154	LENNOX STREET	RICHMOND	West Richmond Precinct	Individually significant	H0338	179915									
	1960-1970	155	LENNOX STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	178295									
	1850-1890	156	LENNOX STREET	RICHMOND	West Richmond Precinct	Individually significant	H0338	179910									
	1850-1890	158	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	179905									
	unknown	159	LENNOX STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	178300									
	1900-1915	160	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	179900									
	1850-1890	161	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178305									
	1850-1890	162	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	179895									
	1850-1890	169	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178325									
	1850-1860	171	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178330									
	1850-1890	173-177	LENNOX STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	178335									
ADDED PROPERTIES							REMOVED PROPERTIES										
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
	1960-1980	30-36 (all 28 units)	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142835 and others									
	1990-2000	38 (all 2 units)	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	291440 and others									
	1960-1970	40-42 (all 8 units)	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142790 and others									
	1980-1990	50 (all 27 units)	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142655 and others									
	1990-2000	64	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	N/A									
	1990-2000	66	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142620									
	1990-2000	68	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142625									
	1990-2000	70	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142630									
	1990-2000	72	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142635									
	1920-1930	72B	EGAN STREET	RICHMOND	West Richmond Precinct	Contributory	H0338	N/A									
	1990-2000	74	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142640									
	1990-2000	76	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142645									
	1990-2000	78	EGAN STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	142650									
	1990-2000	57	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	140945									
	1990-2000	59	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	140950									
	1990-2000	61	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	140955									
	1990-2000	63	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	140960									
	1990-2000	65	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	140965									
	1990-2000	67	HIGHETT STREET	RICHMOND	West Richmond Precinct	Not contributory	H0338	140970									
	1990-2000	1	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	H0338	161185									

REMOVED PROPERTIES NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
	1990-2000	1/1A	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161170
	1990-2000	2/1A	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161175
	1990-2000	2	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161225
	1990-2000	3	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161190
	1990-2000	4	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161230
	1990-2000	5	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161195
	1990-2000	6	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161235
	1990-2000	7	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161200
	1990-2000	8	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161240
	1990-2000	9	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161205
	1990-2000	10	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161245
	1990-2000	11	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161210
	1990-2000	12	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161250
	1990-2000	13	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161215
	1990-2000	15	KINGSTON PLACE	RICHMOND	West Richmond Precinct	Not contributory	HO338	161220
	1990-2000	2	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	161255
	1990-2000	4	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	161260
	1990-2000	6	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	161265
	1990-2000	8	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	161270
	1990-2000	10	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	149620
	1990-2000	12	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	149615
	1990-2000	14	LEEDS STREET	RICHMOND	West Richmond Precinct	Not contributory	HO338	149625

NOTES

- 30-36 (all 28 units) Egan Street, Richmond - Listed in Appendix 8 as 36
- 64 Egan Street, Richmond - Listed in Appendix 8 but no property number exists
- 72B Egan Street, Richmond - Listed in Appendix 8 but no property number exists. Relates to a tree but there are no scheduled tree controls in the HO.
- 1 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 1/1A Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 2/1A Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 2 Kingston Place, Richmond - Listed in Appendix 8 as 2-12
- 3 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 4 Kingston Place, Richmond - Listed in Appendix 8 as 2-12
- 5 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 6 Kingston Place, Richmond - Listed in Appendix 8 as 2-12
- 7 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 8 Kingston Place, Richmond - Listed in Appendix 8 as 2-12
- 9 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 10 Kingston Place, Richmond - Listed in Appendix 8 as 2-12
- 11 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 12 Kingston Place, Richmond - Listed in Appendix 8 as 2-12
- 13 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 15 Kingston Place, Richmond - Listed in Appendix 8 as 1-15
- 2 Leeds Street, Richmond - Listed in Appendix 8 as 2-14
- 4 Leeds Street, Richmond - Listed in Appendix 8 as 2-14
- 6 Leeds Street, Richmond - Listed in Appendix 8 as 2-14
- 8 Leeds Street, Richmond - Listed in Appendix 8 as 2-14
- 10 Leeds Street, Richmond - Listed in Appendix 8 as 2-14
- 12 Leeds Street, Richmond - Listed in Appendix 8 as 2-14
- 14 Leeds Street, Richmond - Listed in Appendix 8 as 2-14

3.3 Individual places

IND SIG (OUTSIDE PRECINCTS)									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
Grocer's shop & residence	1860-1870	69	BALMAIN STREET	CREMORNE	-	Individually significant	HO365	162545	
Olinda	1900-1915	75	BALMAIN STREET	CREMORNE	-	Individually significant	HO366	162555	
Klombro Pty Ltd factory	1925-1930	80-82	BALMAIN STREET	CREMORNE	-	Individually significant	HO367	162255	
House and stables	1900-1915	10	PEARSON STREET	CREMORNE	-	Individually significant	HO368	406400	
	1900-1915	2	APPLETON STREET	RICHMOND	-	Individually significant	HO369	167760	
	1900-1915	4	APPLETON STREET	RICHMOND	-	Individually significant	HO369	167755	
	1915-1925	6	APPLETON STREET	RICHMOND	-	Individually significant	HO369	167750	
	1880-1890	24	APPLETON STREET	RICHMOND	-	Individually significant	HO370	167710	
	1900-1915	53	BAKER STREET	RICHMOND	-	Individually significant	HO371	153490	
	1900-1915	55	BAKER STREET	RICHMOND	-	Individually significant	HO371	153495	
	1900-1915	25	BOSISTO STREET	RICHMOND	-	Individually significant	HO372	180575	
	1900-1915	27	BOSISTO STREET	RICHMOND	-	Individually significant	HO372	180570	
	1900-1915	29	BOSISTO STREET	RICHMOND	-	Individually significant	HO372	180565	
	1900-1915	31	BOSISTO STREET	RICHMOND	-	Individually significant	HO372	180560	
	1860-1890	167	BRIGHTON STREET	RICHMOND	-	Individually significant	HO373	160470	
Loyal Studley Hotel, former Russell Manufacturing Company Pty Ltd later Repco	1891	53	BURNLEY STREET	RICHMOND	-	Individually significant	HO374	167530	
	1935-1940	81-95	BURNLEY STREET	RICHMOND	-	Individually significant	HO375	167505	
	1900-1915	97	BURNLEY STREET	RICHMOND	-	Individually significant	HO369	167500	
	1900-1915	99	BURNLEY STREET	RICHMOND	-	Individually significant	HO369	167495	
	1900-1915	101	BURNLEY STREET	RICHMOND	-	Individually significant	HO369	167490	
	1900-1915	103	BURNLEY STREET	RICHMOND	-	Individually significant	HO369	167485	
House, part shop & row house	1891	63	CHURCH STREET	RICHMOND	-	Individually significant	HO376	150900	
House, part shop & row house	1891	65	CHURCH STREET	RICHMOND	-	Individually significant	HO376	150905	
House, part shop & row house	1891	67	CHURCH STREET	RICHMOND	-	Individually significant	HO376	150910	
House, part shop & row house	1891	69	CHURCH STREET	RICHMOND	-	Individually significant	HO376	150915	
House, part shop & row house	1891	71	CHURCH STREET	RICHMOND	-	Individually significant	HO376	150920	
S. Andrewartha Showrooms (furniture), former	1915-1925	115-117	CHURCH STREET	RICHMOND	-	Individually significant	HO377	151000	
Bristol Hotel, former	1860-1880	135	CHURCH STREET	RICHMOND	-	Individually significant	HO378	151025	
Naughten's Hotel, later Citizens Park Hotel and DT's	1870-1890	164	CHURCH STREET	RICHMOND	-	Individually significant	HO379	189695	
James Lentell building, later confectioner and bakery	1870-1880	Ground floor 178	CHURCH STREET	RICHMOND	-	Individually significant	HO380	189710	
James Lentell building, later confectioner and bakery	1870-1880	First floor 178	CHURCH STREET	RICHMOND	-	Individually significant	HO380	189715	
Alexander Miller's shops & residences	1911	533	CHURCH STREET	RICHMOND	-	Individually significant	HO381	161605	
Alexander Miller's shops & residences	1911	535	CHURCH STREET	RICHMOND	-	Individually significant	HO381	161610	
Alexander Miller's shops & residences	1911	537	CHURCH STREET	RICHMOND	-	Individually significant	HO381	161615	
Prince Alfred Hotel	1899	619	CHURCH STREET	RICHMOND	-	Individually significant	HO382	161700	
Kia Ora	1900-1915	93	ELIZABETH STREET	RICHMOND	-	Individually significant	HO383	147900	
Grocer's shop & residence	1850-1890	102	ELIZABETH STREET	RICHMOND	-	Individually significant	HO384	144475	
	1900-1915	53	GARDNER STREET	RICHMOND	-	Individually significant	HO385	193270	
	1900-1915	82	GARDNER STREET	RICHMOND	-	Individually significant	HO386	193405	
	1870-1880	193	HIGHETT STREET	RICHMOND	-	Individually significant	HO387	139675	
	1870-1880	195	HIGHETT STREET	RICHMOND	-	Individually significant	HO387	139670	
	1870-1880	197	HIGHETT STREET	RICHMOND	-	Individually significant	HO387	139665	
	1900-1915	247	HIGHETT STREET	RICHMOND	-	Individually significant	HO388	139540	

IND SIG (OUTSIDE PRECINCTS)		DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER
Mornington	1850-1890	361	HIGHETT STREET	RICHMOND	-	Individually significant	HO389	139340	
Walters' house, warehouse and stables complex	1900-1910	27-29	HODDLE STREET	RICHMOND	-	Individually significant	HO390	141340	
Relova Redressing Laundry	1930-1940	1/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324000	
Relova Redressing Laundry	1930-1940	2/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324010	
Relova Redressing Laundry	1930-1940	3/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324020	
Relova Redressing Laundry	1930-1940	4/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324030	
Relova Redressing Laundry	1930-1940	5/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324040	
Relova Redressing Laundry	1930-1940	6/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324050	
Relova Redressing Laundry	1930-1940	7/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324060	
Relova Redressing Laundry	1930-1940	8/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324070	
Relova Redressing Laundry	1930-1940	9/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324080	
Relova Redressing Laundry	1930-1940	10/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324090	
Relova Redressing Laundry	1930-1940	11/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324100	
Relova Redressing Laundry	1930-1940	12/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324110	
Relova Redressing Laundry	1930-1940	13/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324120	
Relova Redressing Laundry	1930-1940	14/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324130	
Relova Redressing Laundry	1930-1940	15/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324140	
Relova Redressing Laundry	1930-1941	16/129	HODDLE STREET	RICHMOND	-	Individually significant	HO391	324150	
Row houses	1850-1870	139	HODDLE STREET	RICHMOND	-	Individually significant	HO392	141135	
Row houses	1870-1890	9	HULL STREET	RICHMOND	-	Individually significant	HO393	180485	
Row houses	1887	35	KENT STREET	RICHMOND	-	Individually significant	HO394	155445	
Row houses	1887	37	KENT STREET	RICHMOND	-	Individually significant	HO394	155450	
William North house, later Navarre	1857-1865	59	KENT STREET	RICHMOND	-	Individually significant	HO395	155490	
All Nations Hotel	1860-1870	64	LENNOX STREET	RICHMOND	-	Individually significant	HO396	149495	
Mahony's shop and residence	1900-1915	66	LENNOX STREET	RICHMOND	-	Individually significant	HO397	149490	
	1915-1925	28	MURPHY STREET	RICHMOND	-	Individually significant	HO398	192615	
	1850-1890	2	REGENT STREET	RICHMOND	-	Individually significant	HO399	143680	
	1850-1890	4	REGENT STREET	RICHMOND	-	Individually significant	HO399	143675	
	1900-1915	10	REGENT STREET	RICHMOND	-	Individually significant	HO400	143665	
	1900-1915	10A	REGENT STREET	RICHMOND	-	Individually significant	HO400	143660	
	1900-1915	12	REGENT STREET	RICHMOND	-	Individually significant	HO400	143655	
	1900-1915	14	REGENT STREET	RICHMOND	-	Individually significant	HO400	143650	
Russell Brothers tannery, part	1900-1915	28-34	ROONEY STREET	RICHMOND	-	Individually significant	HO401	158470	
Russell Brothers tannery, part	1900-1915	20	ROSE STREET	RICHMOND	-	Individually significant	HO401	159915	
Russell Brothers tannery, part	1900-1915	22	ROSE STREET	RICHMOND	-	Individually significant	HO401	159920	
Russell Brothers tannery, part	1850-1890	24	ROSE STREET	RICHMOND	-	Individually significant	HO401	159925	
Portarlington Villa	1900-1915	33	SMITH STREET	RICHMOND	-	Individually significant	HO402	143910	
Richmond Metropolitan Fire Station, former	1870-1890	150	SOMERSET STREET	RICHMOND	-	Individually significant	HO403	156865	
The Greyhound Hotel, later Depot Hotel, now Precinct Hotel	1905-1910	154	SOMERSET STREET	RICHMOND	-	Individually significant	HO404	156855	
	1925-1930	60-62	SWAN STREET	RICHMOND	-	Individually significant	HO405	157680	
Marchants Aerated Waters and Cordials Pty Ltd	1850-1860	6	YARRA STREET	RICHMOND	-	Individually significant	HO406	161340	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	21	YORK STREET	RICHMOND	-	Individually significant	HO407	296615	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	23	YORK STREET	RICHMOND	-	Individually significant	HO407	296610	

IND SIG (OUTSIDE PRECINCTS)									
NAME	DATE	NUMBER	STREET	SUBURB	PRECINCT	STATUS	HO	PROPERTY NUMBER	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	25	YORK STREET	RICHMOND	-	Individually significant	HO407	296605	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	27	YORK STREET	RICHMOND	-	Individually significant	HO407	296600	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	1/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296625	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	2/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296630	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	3/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296635	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	4/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296640	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	5/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296645	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	6/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296650	
Marchants Aerated Waters and Cordials Pty Ltd	1915-1925	7/31	YORK STREET	RICHMOND	-	Individually significant	HO407	296655	

APPENDIX A – PRECINCT CITATIONS

Alphington East Residential Precinct (HO362)

History

Development of Alphington

The Alphington East Residential precinct was created from the urbanisation of the rural Crown Portions sold in 1840, including 118 (Dowling), 119 (G. Howitt), 120 (Roemer), and 121 (Thomas Wills), each with a narrow frontage to the Yarra River. The village of Heidelberg and later the Diamond Creek gold fields created heavy traffic along the Heidelberg Road, with the Heidelberg Road Trust formed to maintain coach and wagon access to, at first, the rich pastoral properties in the Heidelberg district (see Banyule). A bridge was constructed over the Merri Creek, replacing the 1848 causeway in 1854, and a timber bridge replaced the ford, at the Darebin Creek, four years later. A toll bar was erected under the aegis of the Trust, in 1847, at the Yarra Bend turnoff; the Heidelberg District Road Board replaced the former Trust, under the Central Roads Board, in 1854.

The Alphington Village south of the Heidelberg Road was created from Charles William Roemer's original Crown Portion 120, of 1840. James Manning purchased the lot from the Sydney-based Roemer in 1841, completing the purchase in 1852. Two years later, William Montague Manning, who was Solicitor General of New South Wales, and James' brother, began selling village allotments along the Heidelberg Road and large pastoral lots near the Yarra River and the Darebin Creek. The shops at 750-756 Heidelberg Road and the former Methodist Church (1859- City of Darebin) are all that remain of the old Alphington Village of the 1850-60s.

Subdivision and the rows of cottages became a common thing in the inner suburbs as the 1880s advanced, despite the area's lack of fixed-rail transport. The Yarra-side and hillside allotments could still, however, attract those gentlemen who owned a carriage. Hence when C.B. James and Percy Dobson released their Fulham Grange estate (the former Perry Brothers' orchards), they proclaimed that the acre lots on the Yarra were 'ideal for Gentlemen's Residences'. The St James Park estate, formed around Alphington Street and Park Crescent, was also launched in the late Victorian era. Meanwhile gas companies distributed their domestic gas supply over an ever wider area: the Northern Gas Co. was floated in 1887 and the Heidelberg Gas Co. commenced laying mains, in 1889, as the Heidelberg, Ivanhoe, Alphington and Fairfield Gas Co. A remnant of the gas company may be seen north of the Darebin Creek Bridge, comprised of the concrete base for the gas container. Reticulated water was extended to Alphington in 1887.

The Clifton Hill to Alphington line, isolated as it was, was built in 1883 but this was the only gesture from a Government, which had been extending lines in every other direction across the Colony. It was not until 1889, near the end of the land boom, that a branch railway line was extended from Royal Park to Preston and later to Whittlesea, as well as across to the marooned 'Nowhere to Nowhere' line from Clifton Hill to Alphington. A new line was built from Clifton Hill to Princes Bridge 1901 to allow more direct rail access from Alphington and Fairfield to the growing City of Melbourne and its industrial heartland in Richmond and Collingwood. Hence it was the Edwardian-era that allowed the potential for houses to be built in the Alphington area, often in the Queen Anne or Federation Bungalow Styles. This was followed by the short lived catch-up house boom, after the First War, in the Californian Bungalow style.

Precinct history

The Alphington East precinct is the result of three Victorian 'boom era' subdivisions. The first stage of the Lucerne Estate commenced in 1885, and the second stage soon afterwards: both the work of Heidelberg developer, E.D. Hodgson. Thomas Wills' original Lucerne Farm, of the 1840s, became the Lucerne Estate of 1885. Hodgson had subdivided the western boundary of Lucerne Farm: creating, in the first stage of the estate, Constance, Chamouni and Saint Bernard streets and, in the second stage, Lucerne Crescent, Saint Gothards and Geneva streets. These started from the eastern boundary of Manning's 1850s subdivision, feeding into Como Street. Details of the second stage of the Lucerne Estate included 46 house lots between Heidelberg Road and Saint Bernard Road, including Lucerne Crescent and Como Streets (Lodged Plan 1068, stamped 1886); Yarralea and Adams Street between Heidelberg Rd and Phillips Street (Lodged Plan 1731, stamped 1888); Saint Bernards Road, Geneva Road and Lucerne Crescent east of Como Street (Lodged Plan 1460, lodged 1887); View Street to Yarralea (Lodged Plan 7016, lodged 1916); and the north end of View Street into Killop Street (Lodged Plan 14251, lodged 1936).

The prophetically named Alphington Railway Estate (1887) celebrated the arrival of the railway terminus, some four years late, but one year earlier than the extension of the railway line to Heidelberg. The Knockando Estate resubdivided Manning's original large rural lots into suburban sites in the same year, adding streets such as Foulkes' and Adams' to canonise these two pioneering families of Alphington.

When the Melbourne and Metropolitan Board of Works Detail Plan 1319 of the Alphington area (then Shire of Heidelberg) was published in 1911 it showed most of today's suburban allotments but few buildings, with most located just south of the main transport route, being Heidelberg Road, or down near the Yarra River, on the south side of the distinctively shaped Roemer Crescent and a house at the end of today's View Street (1 View St). On blocks, originally established by Manning's subdivision of Roemer's Crown Allotment next to the Yarra River, a group of large houses was built by a wealthy class consisting predominantly of iron mongers, such as William Delbridge and John Enticott. This crescent shaped street was meant as the focus of the estate, maximising views across the water. The rest of the subdivision was still grassland, with principal streets of Lucerne Crescent, Yarra Lea, Como, Banks (later Lucerne Cr extended). Then, most of Alphington's population lived on the west side of the Outer Circle Railway (now Chandler Highway).

The enduring rural character, particularly east of the Outer Circle, appears to have attracted artists and artisans who built riverside villas in the late 19th and early 20th centuries, in parallel with those of the famed Heidelberg school who practised their art further east and north along the Yarra River. One was the painter, William McInnes who purchased one of the Lucerne South estate lots facing the Yarra River and constructed 54 Lucerne Crescent in 1919 to the design of the much celebrated architect, Harold Desbrowe- Annear.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 41-45

Butler, Graeme, *Northcote Urban Conservation Study*, 1981-83

Land Victoria Lodged Plans (LP): LP7016 (View St); LPs 1731 & 14251 (Yarralea); LP1460 (Adams St); LP 1068 (Constance, Lucerne sts); LP23288

Description

The Alphington East Residential precinct is made up of a number of residential sub-areas that share a combined character arising from some late Victorian-era houses, many weatherboard Edwardian-era and a large number of weatherboard interwar houses.

The precinct sub areas are in View and Riverview Streets, Como Street, Lucerne Crescent, Yarralea Street and Saint Gothards Street. The subdivision was incremental but has some distinctive elements including the semi-circle of Roemer Crescent, fanning out to Yarra River views. This circle attracted the earliest villa development. Other streets gain distinction from their river or park side setting.

Individually Significant places, such as 'Balclutha' (HO68) at 17-19 Como Street, provide key elements central to or adjoining the Heritage Precincts. Other Individually Significant houses in key architectural styles within the precinct include the Federation Bungalow style 'Darrabyn' at 21 Como Street, no.2 Lucerne Crescent with its distinctive verandah detailing, the Californian Bungalow style 41 Como Street, the distinctive design at 59 Yarralea Street with its slatted porch in a sunburst pattern, and another unusual porch at 93 Lucerne Crescent (HO77).

The artistic theme in the area is illustrated by the William Frater house at 56 Lucerne Crescent, and the adjoining William McInnes house at no.54 (HO74): both significant artists in Australia.

Central to the residential estate is the Alphington State School in Yarralea Street, which opened there in 1924, matching the intense interwar housing development adjoining.

Statement of Significance

What is significant?

The Alphington East Residential precinct, which comprises Adams, Chamouni, Como, Killop streets, Lucerne Crescent, Old Heidelberg and Parkview roads, Phillips Street, Riverview Grove, Roemer Crescent, St Bernards and St Gothards roads, View and Yarralea streets, Alphington is significant. Contributory buildings include Victorian, Edwardian and interwar houses, all set in garden allotments and having typically:

- pitched gabled or hipped roofs;
- one storey wall heights;
- detached siting;
- painted or stained weatherboard, some face pressed brick and stucco wall cladding;
- unglazed terra-cotta Marseilles pattern tiles (Edwardian-era and interwar),
- corrugated iron, with some slate roofing (Edwardian-era and Victorian-era);
- chimneys of face red brick, with capping course, or stucco finish with moulded caps or of matching face brickwork with corbelled capping courses;
- timber post-supported porch or verandah elements facing the street;
- less than 40% of the street wall face comprised with openings such as windows and doors, framed as single vertical rectangles or groups of vertical rectangular frames; and
- front gardens, bordered by low front fences, typically of timber picket, or wire fabric, random stone or matching brick pier and panel for interwar.

Contributory elements also include public infrastructure, expressive of the interwar and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths, median strips.

How is it significant?

The Alphington East Residential precinct is aesthetically and historically significant to the locality of Alphington and the City of Yarra.

Why is it significant?

The precinct is historically and aesthetically significant as a residential enclave, physically contained by the early transport route of Heidelberg Road and the natural barrier of the Yarra River, which was built up in the late Victorian-era and early 20th century as consistent and well preserved house groups in the Italianate, Federation and Californian Bungalow suburban styles, differing to most other parts of the City by their garden setting and deep garden setback. (Criteria A & E)

The precinct is aesthetically significant for the distinctive street layout arising from Manning's early Alphington village subdivision, with its curving base in the form of Roemer Crescent at the Yarra River. (Criterion E)

The precinct is historically significant for the artistic associations of the area as the chosen domain (along with the adjoining Ivanhoe and Heidelberg areas) of many prominent artists and businessmen linked with art and artisan pursuits from the late 19th and early 20th centuries. (Criterion A)

Barkly Gardens Precinct, Richmond (HO308)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

Initially part of the Crown Allotments 7, 8 (both sold in 1849) and 9 (sold 1880-1882, on the east side of Coppin Street) the Barkly Gardens precinct was subdivided from 1853, when Brighton Street (then Occupation Road) and Lesney Street were created (Parish Plan). By 1854, the present street layout (with the exception of Davis Street and Mary Street) existed. By 1855 the area (mostly north of Rose Street) was being developed for housing and in 1860 the branch railway to Picnic Station, adjoining Richmond Park (now Burnley Park) at the Yarra River was constructed.

At the centre of the precinct is Barkly Gardens (formerly Barkly Square), which was developed on the site of a quarry and first appears on an 1865 survey map. Barkly Square was planted with avenues of trees along a geometrical pattern of gravel paths and with beds featuring specimen trees. At the turn of the century, thousands were attracted to the band recitals held in its rotunda on Sundays (McCalman, 1984:13).

Richmond Primary School (Brighton Street School SS1396) was built as a single-storey symmetrical Gothic revival building with polychromatic dressings in 1874 on the block, bounded by Barkly Avenue and Mary, Burgess and Brighton Streets, purchased in 1873. A new school was rebuilt at the Mary Street end of the site in 1976-78, and the original buildings demolished.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 179-86

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

McCalman, Janet, *Struggletown: Portrait of an Australian Working Class Community 1900-1965*. 1984

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The Barkly Gardens precinct is a residential area, which contains houses primarily from the Victorian and Edwardian-eras, with a smaller number of interwar houses. The Contributory houses typically have:

- pitched gabled or hipped roofs;
- one storey wall heights;
- weatherboard, face pressed brick, bluestone, or stucco wall cladding;
- corrugated iron, with some slate roofing;
- chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- post-supported verandah elements facing the street;

- less than 40% of the street wall face comprised with openings such as windows and doors; and
- front gardens, bordered by low front fences, typically of timber.

Other Contributory buildings also include a small number of former Victorian or Edwardian era commercial (shops and a hotel) and industrial buildings, and public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths along with the centre piece of the precinct, Barkly Square Gardens and its mature planting.

Statement of Significance

What is significant?

The Barkly Gardens precinct, which comprises Amsterdam Street, Barkly Avenue, and Brighton, Burgess, Coppin, Cotter, Davis, Durham, Goodwin, James, Lesney, Mary, Rose, Shamrock and Yorkshire streets, Richmond is significant. Contributory elements include mainly Victorian-era houses, with a smaller number of Edwardian and interwar houses, typically having:

- pitched gabled or hipped roofs;
- one storey wall heights;
- weatherboard, face pressed brick, bluestone, or stucco wall cladding;
- corrugated iron, with some slate roofing;
- chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- post-supported verandah elements facing the street;
- less than 40% of the street wall face comprised with openings such as windows and doors; and
- front gardens, bordered by low front fences, typically of timber.

Contributory elements also include a small number of former Victorian or Edwardian era commercial (shops and a hotel) and industrial buildings, and public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths along with the centre piece of the precinct, Barkly Square Gardens and its mature planting.

How is it significant?

The Barkly Gardens precinct is historically and architecturally significant to the City of Yarra.

Why is it significant?

The precinct is historically significant as Richmond's only example of a 19th century residential garden square, a 19th century planning device deriving from London models, and seen also in Curtain Square and the Darling Gardens but otherwise relatively rare in Melbourne, and as reinforced here by houses facing the square along Mary and Coppin streets. (Criterion A)

The precinct is historically and architecturally significant for the comparatively cohesive image presented by the area of Richmond at the peak of its 19th century development, which is complemented by houses from interwar period that complement the core Victorian and Edwardian-era buildings. It is notable for Individually Significant elements such as the early bluestone and timber Victorian-era houses in the streets to the west of the Barkly Gardens and

the high concentration of modest Victorian and Edwardian-era workers' cottages in the low-lying land in the southern part of the precinct. (Criteria D & E)

Bridge Road Precinct, Richmond (HO310)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

Created as a major road reserve in Government surveyor, Robert Hoddle's, Crown Allotment survey of the area around Melbourne town in the 1830s, Bridge Road was connected to Hawthorn initially by a punt and then by a bridge over the Yarra River in 1855: it was called the Richmond Bridge Road on the Green Plan of 1853. The eastern end of Bridge Road was known as Campbell Parade after it was widened in the 1870s.

As a main thoroughfare from Melbourne town to the eastern suburbs by the mid 1850s, retail and service trades initially concentrated at the west end of Bridge Road, including butchers, drapers, a shoemaker, fruiterers, tailors, hairdressers, grocers, Egan's steam sawmill and several hotels. The villa gardens of Joseph Bosisto and William Highett were on the less developed north side of this end of Bridge Road.

The advent of horse drawn omnibuses brought shoppers to the area in the 1870s and 1880s but these were replaced first by cable trams in 1885, and then by an electrified tram service in 1916. Each new mode of transport improved access to the shops and residences lining the road, allowing them to extend further east away from Melbourne. Today the majority of the Victorian-era commercial buildings in Bridge Road date from the 1870s and 1880s, which coincided with an increasing rise on the area's population.

The historical and architectural focus of the street, the Richmond municipal offices and town hall complex (incorporating a courthouse), was constructed on the courthouse reserve in 1869-1871 and redeveloped in the 1930s in a Neo-Egyptian manner. Separate post office and police station buildings were added in 1871. Over time, as the civic centre of Richmond, this became the site for other public buildings (two theatres, Metropolitan Gas Company's Richmond gasometer and residence) erected in the vicinity of the town hall group.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 189-99

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The Bridge Road precinct, Richmond is a predominantly 19th and early 20th century commercial strip and Richmond's civic hub extending from the Hoddle Street/Punt Road to Burnley Street.

The typical shop & residence or hotel or bank that lines Bridge Road is from the Victorian-era and uses the Italian Renaissance for its architectural language, typically achieved with cement ornament applied to a stuccoed trabeated façade that joined seamlessly to the next building as a continuous one and two storey wall (sometimes three such as at Toole's Building of 1886) along both sides of the street. The Napier Hotel (former) at Punt Rd is an example of the early phase of commercial development close to Melbourne and set the style for the buildings to follow, being increasingly more ornamented as the century moved on, such as at Lovell brothers at 46 Bridge Road or the shop rows at 49-53 and 108-110 Bridge Road, John Clark

Jones shop pair at 637-9 Bridge Road (1889) and the Baroque revival Melbourne Savings Bank of 1889 at 182-184 Bridge Road.

Street verandahs and large glazed display windows provided the ground level architecture, the former being initially timber framed and then made of cast-iron in a Corporation style that followed from Melbourne's pattern. Some of the iron verandahs were recreated in the late 20th century. The Edwardian-era introduced a different architectural style with ox-bow parapets and segmentally or Moorish arched façade openings as seen at 10, 28, 30 and 162-4 Bridge Rd but some of the Victorian-era styles also lingered such as at 132-134 Bridge Road (1903) with the addition of red brick as the new wall favoured wall finish.

Individually Significant places are represented in all development periods along the street with later eras including Moderne style examples such as the cream brick former Grynberg's drapers shop. The Royal Oak Hotel was reborn architecturally in the early 20th century, with its distinctive corner tower, as well as later transforming into a music venue for emerging music makers from the late 20th century such as Nick Cave. New uses inspired new architecture such as the picture theatres that dotted Bridge Road: the interwar former Nation Picture Theatre (177 Bridge Road) is one. At the east end of bridge Road, near the Yarra River frontage where early industry had grown in Richmond was the landmark Fincham Organ Factory complex (see also 2 Stawell Street), later the Jackett, Howard & Co, Flour Mills.

Statement of significance

What is significant?

Bridge Road precinct, Richmond is significant. It is a predominantly 19th and early 20th century commercial strip and Richmond's civic hub, with a contribution from interwar buildings, which has the following key characteristics.

One and two-storey Victorian and Edwardian-era shops with (but not exclusively):

- Typically living accommodation over or at the rear of ground level shops;
- Typically configured as continuous rows with no front or side boundary setbacks, typically set out on a 6m wide module;
- Some distinctive individually significant building designs;
- Typically parapeted building forms with concealed pitched roofs;
- Typically vertically oriented rectangular openings, symmetrically arranged, to the upper level facades;
- Typically stuccoed facades having trabeation and ornamentation derived from Italian Renaissance architecture but also with some face brick for early Victorian-era (bichrome, polychrome) and Edwardian-era (pressed red brick) buildings;
- Some use of upper level verandahs or loggias for residential use;
- Once typically extensive post-supported street verandahs, timber and iron construction, with some cantilever awnings for 20th century buildings; and
- Once typically large display windows at ground level, timber framed with plinths, and recessed tiled or stone paved entries, some remaining (see 383 Bridge Rd) also some metal framed (brass, copper) shopfronts for early 20th century buildings.

Contributory elements also include:

- Hotels from the nineteenth and early to mid twentieth centuries, typically on corner sites;
- Inter-war buildings, some with original or early shop fronts;

- Architecturally significant buildings that express a range of key commercial development periods in the City;
- Tramlines and any associated tram shed sites;
- Traditional street elements such as bluestone pitched crossings, kerbs, and gutters, cast-iron grates, and asphalt paved footpaths; and
- The Richmond City Hall complex, with associated former Court House and Police Station; and
- Industrial landmarks such as the former Finchams Organ Factory.

How is it significant?

The Bridge Road precinct is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The precinct is historically significant (Criterion A):

- As one Richmond's principal thoroughfares, which leads to the first bridge to connect Richmond to Hawthorn, retaining many early Victorian-era shops.
- As an important commercial precinct in Richmond, particularly expressive of the 19th and early 20th centuries and incorporating Richmond's civic hub.
- For the tramlines as the functional descendants of those originally installed in 1885.
- For the contribution of Individually Significant or Contributory buildings that express a range of key development periods in the street and the City.

The precinct is architecturally and aesthetically significant (Criteria D & E):

- For the architectural continuity and high integrity of upper level façades to their construction date.
- For some well-preserved early shopfronts from the Victorian to the inter-war period.
- For the good and distinctive examples of Victorian and Edwardian-era architectural styles and ornamentation as evocative of the street's premier role in Richmond.
- For the examples of shop buildings from the 1920s and 1930s that relate well to the dominant Victorian-era and Edwardian-era scale and character.
- For traditional street elements such as bluestone kerbs, pitched crossings, gutters and asphalt footpaths.
- For the landmark quality of the Richmond Town Hall, with associated Court House and Police Station.

Church Street Precinct, Richmond (HO315)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

The Church Street precinct includes parts of the first suburban Crown Allotments sold in Richmond, being Crown Portions 20, 21, 26 and 27, each 25 acres in area. The Rev. Joseph Docker (squatter) purchased Allotments 21 and 22 in 1839, Charles Williams (auctioneer) purchased Allotment 20, and W.H. Yaldwyn (squatter, banker) acquired Allotment 26.

The Waltham Street and Darlington Parade areas were subdivided in 1853 and further subdivided in the 1880s. Docker had subdivided his two allotments by 1853, with plans for a model village set out on the flat below his townhouse at 370 Church Street. The topography of the precinct, the highest point in Richmond, attracted both the churches and the wealthier colonists with the result that the majority of the earliest residences were of a more substantial nature compared with other sections of Richmond.

By 1855, villas with large gardens and orchards had been established in Church Street between Brougham and Elm Streets. Early houses, which survive include 'Doery House' (353 Church Street) and 'Messenger House' (333 Church Street, formerly 'Stonehenge'), the latter being built prior to 1843 for Captain John Roach and remodelled in the Edwardian period (White, 1979:13).

Three major church complexes were established in the precinct in the mid-1800s. St Stephen's Anglican Church (1850-1876) at 360 Church Street was designed by Blackburn and Newson on land donated to the church by the Rev. Joseph Docker and is one of the earliest bluestone churches built in Victoria. The Wesleyans began the construction of a temporary timber chapel (later the schoolhouse) in 1853, bluestone chapel in 1858, and added a schoolhouse (1871) and a parsonage (1876). St Ignatius' Roman Catholic Church (326) was built in stages between 1867 and 1928, to a design by prominent architect William Wardell, with the bluestone Presbytery added in 1872.

Other non-residential developments in the Church Street precinct included the former Richmond United Friendly Society Dispensary (1884; 294 Church Street), and the Hibernian Hall (1872; 316 Church Street), which was built as a temperance hall. The Richmond RSL was built in 1922, as an expression of the continuing premier civic status of this part of Church Street in the 20th century. The Richmond Library is the most recent civic development in the area.

Meanwhile, commercial development extended north from the major thoroughfares of Swan Street and south from Bridge Road in the late Victorian and Edwardian-eras.

By the turn of the century, most of the Church Street precinct was developed and it has remained one of the most prestigious parts of Richmond for residential development. As an example, Howard Lawson's Elmhurst Flats of 1934 (aimed to tap into this prestigious residential location, paralleling with his significant Hollywood style Beverley Hills and Stratton Heights Flats, sited across the Yarra River at South Yarra).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 200-205

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

White, J.U., *Early Residents and Property Owners in Richmond*. 1979

Description

The Church Street precinct is a mixed area comprising buildings predominantly of the Victorian and Edwardian-era, with some interwar buildings. Large houses, religious and public buildings, some of which are Individually Significant, are key elements in the precinct.

The one and two-storey Victorian and Edwardian era houses in the precinct typically have:

- pitched gabled or hipped roofs, with some façade parapets;
- face brick (red, bi-chrome and polychrome) or stucco walls;
- corrugated iron, unglazed Marseilles pattern terra-cotta tiles, and slate roofing;
- chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- typically with post-supported verandah elements facing the street;
- less than 40% of the street wall face comprised with openings such as windows and doors; and
- front gardens, originally bordered typically by timber picket front fences of around 1m height;

At the north and south ends there are Victorian and Edwardian era shops and residences with display windows and recessed entries, zero boundary setbacks and attached rectilinear plan form with a parapeted roofline.

At the centre of the precinct on the west side is a notable grouping of Victorian-era ecclesiastical buildings, including churches and church residences, with:

- free standing rectilinear form
- pitched roofs, some towers and spires positioned to be visible from a distance;
- fenced yards, with potential use of timber or iron pickets and a stone base for the frontage fence;
- two storey and greater wall heights;
- stone, masonry or stuccoed masonry facades, slate or tiled roofs; and
- less than 40% of the street wall face comprised with openings such as windows and doors.

Contributory elements also include:

- Public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths; and
- Individually Significant buildings (e.g., HO241, HO242, Elmhurst Flats, and the St Ignatius complex) but nevertheless are contributory to the precinct.

Statement of Significance

What is significant?

The Church Street precinct, which comprises properties in Church Street, Darlington Parade, Dickmann Street, Elm Grove, George Street, Richmond Terrace and Waltham Place, Richmond is significant. Contributory elements include:

One and two-storey Victorian and Edwardian houses having typically:

- pitched gabled or hipped roofs, with some façade parapets;
- face brick (red, bi-chrome and polychrome) or stucco walls;
- corrugated iron, unglazed Marseilles pattern terra-cotta tiles, and slate roofing;
- chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- typically with post-supported verandah elements facing the street;
- less than 40% of the street wall face comprised with openings such as windows and doors; and
- front gardens, originally bordered typically by timber picket front fences of around 1m height;

Shops and residences of the Victorian and Edwardian-eras, with:

- display windows and recessed entries;
- zero boundary setbacks;
- mainly one storey scale;
- attached rectilinear plan form, a parapeted roofline; and

Victorian-era ecclesiastical buildings with:

- free standing rectilinear form
- pitched roofs, some towers and spires positioned to be visible from a distance;
- fenced yards, with potential use of timber or iron pickets and a stone base for the frontage fence;
- two storey and greater wall heights;
- stone, masonry or stuccoed masonry facades, slate or tiled roofs; and
- less than 40% of the street wall face comprised with openings such as windows and doors.

Contributory elements also include:

- Civic and institutional buildings such as the Richmond United Friendly Society Dispensary, the Hibernian Hall, and the Richmond RSL.
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths; and
- Individually Significant buildings (e.g., HO241, HO242, Elmhurst Flats, and the St Ignatius complex) but nevertheless are contributory to the precinct.

How is it significant?

The Church Street precinct is historically, socially and aesthetically significant to the City of Yarra.

Why is it significant?

The precinct is historically significant as one of the first parts of Richmond to be subdivided and developed, as expressed by early buildings like Messenger House 333 Church Street, from the 1840s. It is also historically significant as the chosen site for a high number of important 19th and early 20th century ecclesiastical and civic buildings, and some Melbourne landmarks, as well as substantial residential buildings that were attracted to the area by its elevated topography, high amenity and proximity to churches. (Criterion A)

The precinct is also historically and socially significant, as the site of key civic or institutional buildings in Richmond from the 19th century through to the 1920s (i.e. The Richmond RSL Hall), and the commercial development extending up Church Street from the Swan Street and Bridge Road shopping areas with shops dating from the late 19th and early 20th centuries, as part of the cultural context of Victorian and Edwardian-era life on the hill. (Criterion A)

The precinct is aesthetically significant for its impressive collection of architecture from the late nineteenth and early twentieth century such as the William Wardell-designed St Ignatius Roman Catholic Church, which is a well-known and prominent landmark across the metropolitan area. (Criterion E)

Cole's Paddock Estate Precinct, Richmond (HO363)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855 and by 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

This precinct arose from the development of Crown Portion 44, first sold in 1849 to John Robert Murphy who was also responsible for the gradual development of the Cremorne and Richmond South area (Crown Portions 5, 7&8). Murphy was also a well known Colonial brewer whose business was in Melbourne and residence in St Kilda Road. The Richmond working class residents would favour Murphy's beer while occupying his many developments in the City.

Shown as vegetation on the Kearney Plan of 1855, Coles Paddock was linked with Thomas Cole's famous Richmond Nursery located further east along Victoria Street on the Yarra, at the site of the later IKEA development.

In 1847 Thomas purchased land with a Yarra River frontage at Burnley where he established an orchard and nursery. According to E. E. Pescott, Cole issued his first catalogue from the

Richmond Nursery in 1850, making it one of the earliest produced in Victoria. He took a keen interest in the horticultural progress of the colony and was a prime mover behind the establishment of the Horticultural Society of Victoria's experimental garden at Burnley.

*...He drew on his long horticultural experience—then unparalleled among fellow colonists—in his book *Cole's Gardening in Victoria* (1860). Besides monthly notes on the kitchen, fruit and flower garden, Cole included authoritative remarks 'On Selecting Fruit Trees', and much of interest regarding garden design. He recognized the futility of large expanses of lawn in oppressive Australian summers but was generally little concerned with questions of garden styles. He was careful and cautious, even conservative, in outlook and in the pages of the *Yeoman and Australian Acclimatiser* he clashed during 1863 with the progressive agriculturist Josiah Mitchell over the question of exhaustion of soils.*

In 1862 Cole leased the Richmond Nursery to his son John Charles (1838-1891), who specialized in fruit trees and vines and supplemented the rapidly urbanized site in the mid-1880s with a generous land selection at Fern Tree Gully (Belgrave), which he named Glen Harrow. Another of Thomas's sons, Rev. Thomas Cornelius junior (1836-1879), was also active in Melbourne horticultural circles. ... (Australian Dictionary of Biography)

Cole's Paddock was marked as a large vacant area on the MMBW Detail Plan in the late 1890s with a single row of 6 houses fronting a circle off Victoria Street called Cole's Terrace (between Leslie and Davison Streets). Lawyers, Malleson & Company lodged a plan of subdivision for the paddock in 1907 as declared by George Kelly. The estate (Lodged Plan 4842), with Leslie and Davison as the two north-south streets, contained some 71 lots, each typically 66 feet wide with depths varying from 120 to 140 feet. Many of the lots facing Burnley Street have since been consolidated to form larger development tracts while those facing Victoria Street were divided and consolidated for commercial use. Bennett Street was formed as Lodged Plan 5419, with 38 house lots of 44-40 feet frontage and commercial lots onto Victoria Street of 23-33 feet, as approved for lodgement in 1911. J.N. Kelly of Fitzroy Street, St. Kilda was the surveyor.

A land sale handbill from January 1911 promoted some 44 Building Allotments in Bennett Street, as part of 'that fine block of land known as Cole's Paddock', suitable for shops (in Victoria Street), villas and cottages. It was also close to the Victoria Street tramway terminus at the Yarra River and had the following unparalleled attributes:

It is the only unsubdivided land in Richmond

It is within 2 miles of the G.P.O.

It is right on the Victoria Street Cable Tram running into Collins Street.

It is close to the shops in Smith Street

It is the centre of a Large Population, and must increase in value.

As a result of this subdivision, the houses in the precinct are largely from the Edwardian-era with some interwar bungalows. Among these are some individually significant Edwardian-era residences with picturesque roof forms and distinctive verandah detail. Davison Street has the best groupings from this era but, as with other streets, there are large unrelated flat blocks from the 1960s onwards, interspersed.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 71-78

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plans nos. 1043 and 1046 dated 1899

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The Cole's Paddock Estate precinct is largely comprised of detached weatherboard or red brick clad Edwardian-era and interwar houses set out on three main north-south streets: Bennett, Leslie and Davison. The estate also includes house and shop lots in Victoria Street. Among these detached houses are some Edwardian-era house rows or pairs. Typically houses are designed in the Federation (see 1 Davison Street) or Californian Bungalow styles, with some houses showing the transition between the two styles (see 48 Bennett Street). Gomer Terrace is one example of a Victorian-era house row in the precinct close to Buckingham Street and just outside of the Cole's Paddock Estate's southern border but complementary to its character.

Typically, the streets have rear right-of-ways that provide access to privies located at the rear of each block despite the Edwardian-era origin of the development, after the connection of the MMBW sewer to the area in the 1890s. Among these houses is recent unrelated development, such as flat blocks, but these have been largely excluded from the precinct.

Key buildings in the precinct include the Edwardian-era houses at 36 Bennett Street (a well composed design with distinctive timber decoration including gable strapping, verandah fretwork and posts) and 8 Leslie Street, with their distinctive verandah form, including the uncommon crown verandah; 1 Davison Street with its distinctive verandah detailing (part of a significant Edwardian-era group, with similar timber verandah fretwork); 35 Davison Street with significant verandah and eaves details; and the large brick house at 16 Leslie Street with its twin gabled wings.

The public infrastructure is typical of the Edwardian-era, such as stone pitched lane paving, stone kerbs and channels, and asphalt paved footpaths.

Statement of Significance

What is significant?

The Cole's Paddock Estate precinct, comprising Bennett, Davison, and Leslie streets, and parts of Buckingham and Victoria streets, Richmond is significant. Contributory elements include the Edwardian and interwar houses, having typically:

- pitched gabled and hipped roofs;
- detached siting but some attached;
- one storey with some two wall heights,
- painted weatherboard and red brick walls;
- corrugated iron and unglazed Marseilles pattern terra-cotta tile roofing;
- chimneys of matching face brickwork with corbelled capping courses;
- post-supported verandah or porch elements addressing the street; and
- less than 40% of the street wall face comprised with openings such as windows and doors.

Contributory elements also include:

- Small front gardens, bordered by low front fences, typically of timber picket or wire fabric (interwar); and

- Public infrastructure, expressive of the Edwardian-era, such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths.

How is it significant?

Cole's Paddock Estate precinct is historically and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The precinct is historically significant as a relatively homogenous Edwardian-era house group that expresses the growth in the City of Richmond that accompanied new industrial development after Federation. The precinct is one of the largest Edwardian-era house groups in the former City of Richmond. It is also significant as an expression of the long-lived Coles Paddock area that remained free of construction over a long period because of its use in combination with Thomas Cole's important Richmond nursery. (Criterion A)

The precinct is aesthetically significant for the groups of Edwardian-era and interwar residences with picturesque roof forms and distinctive verandah details. (Criterion E)

Golden Square Precinct, Richmond (HO322)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855 and by 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

The Golden Square precinct is part of Crown Allotments 14 and 15, originally part of the Colonial Police Reserve or Police Paddocks, which were used for the agistment of horses by the police forces in Melbourne. It was subdivided and sold by the Government during the 1860s and 1870s creating Madden Grove, Barkly Avenue, and Stawell and Gibdon streets. Despite this, the potential blocks were shown on survey plans of the early 1850s as adjoining the Government Survey Paddock that later became Richmond Park and the horticultural reserve. The maps showed this area as blank.

By 1888 these blocks were further subdivided and Parkville (formerly Peckville), Crimea (formerly Normanby) and Felicia streets were formed.

Melbourne and Metropolitan Board of Works detail plan from 1899 shows dense development in the block bounded by Madden Grove and Stawell, Cherrill and Adams streets.

Approximately one-third of the remainder of the area had also been developed at that time. A school is shown on the corner of Stawell and Cherrill streets. Burnley State School SS2853 was a three-storey Gothic Revival style school, built in the 1880s. It was demolished in 1979 and the site developed as a residential square or public park, Golden Square, with some significant residual trees from the school era.

A major part of the precinct was occupied by Terry's Burnley Brewery (c.1893), later Barrett and Burston Malting's malt house and silos, where the existing two-storey brick building fronting Gibdon Street is shown as the brewery and the malt house is the long, gabled form building on the east of the block. Visually distinctive concrete silos added to the complex in the 20th century have become a key characteristic of the City. The Burnley Brewery joined a large number of industrial complexes that hugged river and creek banks in Victorian-era Melbourne with in this case a tannery located a little further west along the Yarra River.

Access to these areas was enhanced by the Swan Street tramway of the late Victorian-era and its electrification in 1915 spurred the type of attached red brick Edwardian-era housing seen in Parkville, Stawell, Gibdon and Crimea streets. Clements Langford, a prominent Melbourne builder whose projects included the Manchester Unity Building, reputedly built many of these houses.

The name Golden Square may be connected with Sir James Palmer who was a pioneer in the Richmond area. He practised in London, living in Golden Square, and became senior surgeon at St James's Dispensary. After arriving in Victoria in 1840, Palmer made his home at Richmond near the Yarra and soon established Palmer's Punt (near Hawthorn Bridge) that served to provide access to Boroondara until a bridge was built in 1851. It may be that his London home gave its name to the Golden Square area while he resided there. He later built the notable house, 'Invergowrie', in Kew.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 206-13

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan dated 1899

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The Golden Square precinct is a residential area, which predominantly comprises houses from Victorian and Edwardian eras with a small amount of interwar houses. The Contributory houses typically have:

- Pitched gabled or hipped roofs, with some façade parapets;
- One storey wall heights but with some two storey house rows;
- Weatherboard, face brick (red, bichrome and polychrome), or stucco walls;
- Corrugated iron roof cladding, and some Marseilles pattern terra-cotta tiles and slate roofing;

- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- Post-supported verandah or porch elements facing the street, sometimes set out on two levels, with cast-iron detailing for Victorian-era houses and timber detailing for Edwardian-era houses;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by timber picket front fences of around 1m height.

The Edwardian cottages of similar design in have a gabled corrugated iron clad roof form, red brick corbelled chimneys, paired front windows with coloured multi-pane glazing in the top sashes and a small skillion porch to the side. However, among these house rows there are highly decorated Italianate houses like 13 and 15 Gibdon Street or the more typical weatherboard Federation Bungalows such as 19 Gibdon Street.

The houses in Gibdon, Parkville, and Stawell streets overlook the historic former school reserve, which retains some remnant early plantings such as Elms and Oaks.

Other contributory buildings include corner shops and residences with display windows and zero boundary setbacks. The Contributory buildings are complemented by traditional infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs and channels, and asphalt paved footpaths.

A major landmark within the precinct is the former Burnley Brewery complex in Gibdon Street, which comprises a complex of two and three storey brick buildings and the concrete silos.

Statement of Significance

What is significant?

The Golden Square precinct, comprising Adam Street, Barrow Place, Crimea and Gibdon streets, Loloya and Madden groves, and Parkville and Stawell streets, Burnley is significant. Contributory elements include Victorian, Edwardian and interwar houses typically having:

- Pitched gabled or hipped roofs, with some façade parapets;
- One storey wall heights but with some two storey house rows;
- Weatherboard, face brick (red, bichrome and polychrome), or stucco walls;
- Corrugated iron roof cladding, and some Marseilles pattern terra-cotta tiles and slate roofing;
- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- Post-supported verandah or porch elements facing the street, sometimes set out on two levels, with cast-iron detailing for Victorian-era houses and timber detailing for Edwardian-era houses;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by timber picket front fences of around 1m height.

Contributory elements also include:

- Corner shops and residences with display windows and zero boundary setbacks;
- One and two storey industrial buildings from the pre Second War era;

- One major Victorian-era industrial complex, being the former Burnley Brewery complex;
- Evidence of a former historic school reserve and plantings; and
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs and channels, and asphalt paved footpaths.

How is it significant?

The Golden Square precinct is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The precinct is historically significant as a good representation of modest early housing in the area, from the late 19th to the early 20th century, which provides tangible evidence of major phases of development in Richmond. (Criterion A)

The precinct is architecturally and aesthetically significant for its Victorian residential housing development ranging from simple weatherboard dwellings to Italianate villas and two unusual rows of two-storey terraces. It is also notable for some of the most architecturally distinctive small Edwardian cottages to be found in the municipality. The architectural and aesthetic qualities of the precinct are enhanced by the original bluestone lanes and gutters and other early street elements such as the pillar box in Madden Grove. (Criteria D & E)

The Golden Square Bicentennial Park and its mature trees is historically significant as symbolic of the Burnley Primary School, and the adjacent church sites, as two significant elements on the area's history. (Criterion A)

The Victorian-era former Burnley Maltings is historically significant as a major complex central to the history of the area over a long period, with its visually distinctive inter-war silos as remnants of the extensive industries that once crowded the banks of the Yarra. (Criterion A)

Kennedy Street Precinct, Richmond (HO325)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

The Kennedy Street precinct comprises part of Crown Portions 41 and 44, two 27 acre lots sold in June 1849. The building stock in the precinct derives from two periods of development in Richmond. To the south, the houses in Gardner, Buckingham and Kent Streets date from the late 19th century when the area was developed as workers' housing. To the north, the east side of Johnson Street remained as vacant land until the interwar period.

While MMBW maps from 1896 show Gardner, Buckingham and Kent streets to be almost fully developed at that time, the large area bounded by Victoria, Burnley, Buckingham and Johnson streets, known as Cole's Paddock, was almost completely vacant. The only development was Cole's Terrace, a row of six attached dwellings facing Victoria Street, where Davison Street now stands. Set back approximately 73m from the street, the terrace then had a sweeping semi-circular carriage drive. No street trees were shown on the MMBW Detail Plans of 1898.

In 1928 the land on the east side of Johnson Street was subdivided in 60 lots for the 'Heart of Richmond Estate'. The houses in the subdivision, along the east side of Johnson Street, and in the newly created Hollick, Cole and Kennedy streets were constructed from 1928 to 1937 (SM).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 214-20

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plans

Sands & McDougall Directory (SM) – 1925-40

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The Kennedy Street precinct is a residential area, which is comprised of two sections. The southern section, which includes Buckingham, Gardner and Kent streets and 39 & 41 Johnson Street, contains predominantly Victorian era houses, with some Edwardian houses. The northern section, which comprises 1-37 Johnson Street, and Hollick, Cole and Kennedy streets contains interwar housing, predominantly timber bungalows, built between 1928 and 1937.

The Victorian, Edwardian-and interwar houses typically have:

- Pitched gabled or hipped roofs, with some façade parapets;
- One storey wall heights;
- Weatherboard wall cladding, with some face brick (red, bichrome and polychrome) or stucco walls in Kent Street;
- Corrugated iron roof cladding and Marseilles pattern unglazed terra-cotta tiles, with some slate roofing;

- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- Post-supported front verandah elements facing the street on Victorian-era and Edwardian-era houses and front porches, set on heavy piers, for the inter-war houses;
- Less than 40% of the street wall face comprised with openings such as windows and doors, with vertical rectangles for the Victorian-era houses and horizontal window groups for the inter-war; and
- Front gardens, originally bordered by timber picket front fences of around 1m height for the Victorian and Edwardian-era houses and simple timber prickets, woven or chain wire fixed to a timber frame for the inter-war.

Contributory elements also include:

- A small number of corner shops and residences, with display windows and zero boundary setbacks; and
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

Statement of Significance

What is significant?

The Kennedy Street precinct, comprising Cole, Hollick and Kennedy streets and parts of Buckingham, Gardner, Johnson and Kent streets, Richmond is significant. Contributory elements include Victorian, Edwardian-and interwar houses having typically:

- Pitched gabled or hipped roofs, with some façade parapets;
- One storey wall heights;
- Weatherboard wall cladding, with some face brick (red, bichrome and polychrome) or stucco walls in Kent Street;
- Corrugated iron roof cladding and Marseilles pattern unglazed terra-cotta tiles, with some slate roofing;
- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- Post-supported front verandah elements facing the street on Victorian-era and Edwardian-era houses and front porches, set on heavy piers, for the inter-war houses;
- Less than 40% of the street wall face comprised with openings such as windows and doors, with vertical rectangles for the Victorian-era houses and horizontal window groups for the inter-war; and
- Front gardens, originally bordered by timber picket front fences of around 1m height for the Victorian and Edwardian-era houses and simple timber prickets, woven or chain wire fixed to a timber frame for the inter-war.

Contributory elements also include:

- A small number of corner shops and residences, with display windows and zero boundary setbacks; and
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

How is it significant?

The Kennedy Street precinct is historically and architecturally significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The precinct is historically as tangible evidence of two important eras of workers' cottage development in Richmond during the late nineteenth century and twentieth century. The intact streetscapes of Californian Bungalows in Cole, Hollick, Johnson and Kennedy Streets are notable as a reminder that not all of Richmond was fully developed by the First World War. (Criteria A)

The precinct is architecturally significant as a residential area comprising visually cohesive groups of Victorian and Edwardian era and interwar houses. (Criterion D)

Park Crescent Precinct, Alphington and Fairfield (HO328)

History

Development of Alphington and Fairfield

The Park Crescent precinct has arisen from the urbanisation of the rural Crown Portions sold in 1840, each with a narrow frontage to the Yarra River.

The village of Heidelberg and later the Diamond Creek gold fields created heavy traffic along the Heidelberg Road, with the Heidelberg Road Trust formed to maintain coach and wagon access to, at first, the rich pastoral properties in the Heidelberg district (see Banyule). A bridge was constructed over the Merri Creek, replacing the 1848 causeway in 1854, and a timber bridge replaced the ford, at the Darebin Creek, four years later. A toll bar was erected under the aegis of the Trust, in 1847, at the Yarra Bend turnoff; the Heidelberg District Road Board replaced the former Trust, under the Central Roads Board, in 1854.

Subdivision and the rows of cottages became a common thing in the inner suburbs as the 1880s advanced, despite the area's lack of fixed-rail transport. The Yarra-side and hillside allotments could still, however, attract those gentlemen who owned a carriage. Hence when C.B. James and Percy Dobson released their Fulham Grange estate (the former Perry Brothers' orchards), they proclaimed that the acre lots on the Yarra were 'ideal for Gentlemen's Residences'. The St James Park estate, formed around Alphington Street and Park Crescent, was also launched in the late Victorian era. Meanwhile gas companies distributed their domestic gas supply over an ever wider area: the Northern Gas Co. was floated in 1887 and the Heidelberg Gas Co. commenced laying mains, in 1889, as the Heidelberg, Ivanhoe, Alphington and Fairfield Gas Co. A remnant of the gas company may be seen north of the Darebin Creek Bridge, comprised of the concrete base for the gas container. Reticulated water was extended to Alphington in 1887.

The Clifton Hill to Alphington line, isolated as it was, was built in 1883 but this was the only gesture from a Government, which had been extending lines in every other direction across the Colony. It was not until 1889, near the end of the land boom, that a branch railway line was extended from Royal Park to Preston and later to Whittlesea, as well as across to the marooned 'Nowhere to Nowhere' line from Clifton Hill to Alphington. A new line was built from Clifton Hill to Princes Bridge 1901 to allow more direct rail access from Alphington and Fairfield to the growing City of Melbourne and its industrial heartland in Richmond and Collingwood. Hence it was the Edwardian-era that allowed the potential for houses to be built in the Alphington area, often in the Queen Anne or Federation Bungalow Styles. This was followed by the short lived catch-up house boom, after the First War, in the Californian Bungalow style.

Precinct history

The Park Crescent precinct comprises the southernmost parts of Crown Portions 113, 114, 115, 116 and 117, which were sold at the land sales of June 1840. William Hoddle surveyed these 'small sections', with narrow frontages to the Yarra River, with each portion being approximately 93 acres.

Early development in the area derived from the sale of some of this land to C.H. James and Percy Dobson, as the Fulham Grange orchards and associated jam and preserves factory. It was subdivided into one-acre lots and sold as the Fulham Grange Estate. James and Dobson's adjoining subdivision, the St James Park Estate, was created from Vidal's Crown Portion 114 in 1883. Land changed hands in the 1880s but further development of a large number of the sites did not get underway until the early years of the 20th century. However some contributory houses were built in the Victorian-era.

For example, the Victorian-era phase of the precinct's development included 'Bella Vista', built at 23 Alphington Street for Katherine and James Marriott in 1887 (now demolished) and the

towered Italianate house, The Nook (1892-3) built at 25 Alphington Street for William Brewer. Brewer also built the large and fanciful American Queen Anne style mansion, 'Andembach', in Park Crescent (demolished, now a flat site) in 1894.

Artists and designers, such as Marriott, and Horace John MacKenna, had frequented this part of Alphington, Ivanhoe and Heidelberg in the Victorian and Edwardian-eras, providing a special cultural character to this part of the City. In 1903 MacKenna built his own house at 46 Park Crescent. This was one of a number of houses built in the precinct in the early twentieth century as development recovered after the 1890s depression. Another Edwardian era house is at 18 Alphington Street, which was built in 1913 for local councillor and Collingwood Mayor, Arthur Collins.

The precinct continued to develop into the interwar period, particularly along Park Crescent and at 29-33 Alphington Street, with a number of Californian Bungalow style houses built immediately after World War I. It was also during the interwar period that an avenue of plane trees was planted along Alphington Street as part of a new enthusiasm in the former Shire of Heidelberg for street tree planting, post World War I.

Sources

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 221-24

Butler, Graeme, *The Heidelberg Conservation Study*, 1985

Butler, Graeme, *The Northcote Conservation Study*, 1982

Description

The main development period of the Park Crescent precinct is that of pre World War Two, with a small number of Victorian era houses and most houses from the Edwardian and interwar period.

The Victorian-era phase of the precinct's development is illustrated by the towered Italianate house, 'The Nook' at 25 Alphington Street, and the double-fronted bi-chromatic brick villa at 7 Austin Street, which is complemented by a pair of mature Canary Island Palms.

Key Edwardian-era houses include the 1903 residence of architect Horace John MacKenna at 46 Park Crescent and the house built in 1913 for local councillor and Collingwood Mayor at 18 Alphington Street. The house at 41 Park Crescent is also a well-preserved Edwardian-era house with pressed metal linings throughout, rare remnant picket fence and gates, old elevated tennis court at the river side and a mature garden.

Interwar houses include numbers 40, 42, 43, 48 49, 51, 54 Park Crescent and 29 Alphington Street (another Marriott house), 31 and 33 Alphington Street, with 59 Park Crescent built in a later interwar style. Many of these houses have related garden settings, some remnant wire front fences, and mature trees. The mature plane tree avenue along Alphington Street also contributes to the historic landscape character of the precinct.

Statement of Significance

What is significant?

The Park Crescent precinct, which comprises parts of Alphington, Arthur and Austin streets, Park Crescent and The Esplanade, Alphington is significant. Contributory buildings include Victorian, Edwardian and interwar houses that typically:

- Have detached siting on large rectangular lots, some on steep grades;
- Are one storey, some with an undercroft, some with attics;
- Have walls clad with face brick or timber boarding and rough cast stucco;

- Steeply pitched roofs, clad with corrugated iron with some Marseilles pattern unglazed terra-cotta tiles;
- Have wall openings below 40% of visible wall surfaces, timber-framed and with window groups divided into vertical rectangles;
- Have post-supported front and side verandahs or porches;
- Have well developed garden setbacks and mature specimen trees; and
- Originally had timber picket or wire front fences (inter-war) to around 1m height, and paling side and rear fences.

Contributory elements also include:

- Urban infrastructure such as mature street trees (planes), bluestone kerb and channel.

How is it significant?

The Park Crescent precinct is aesthetically and historically significant to the localities of Alphington and Fairfield and the City of Yarra.

Why is it significant?

The precinct is aesthetically significant as a group of largely 1920s and Edwardian villas, some of which are Individually Significant, some picturesque in form, many on large sloping blocks, and many set within extensive gardens, as an uncommon group in the City. It is also significant for the distinctive urban landscape set within the steep Yarra River valley, with large allotments and street and garden plantings, the mature street trees (planes) and traditional bluestone kerbs and channels combining to form a distinctive Arcadian suburban riverside character. (Criterion E)

The precinct is historically significant as an area that attracted successful Victorian and Edwardian-era business and civic leaders from the nearby industrial inner suburbs as well as members of the Melbourne art community to form a residential enclave. (Criterion A)

Wellington Street Precinct, Cremorne (HO364)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Precinct history

The Wellington Street precinct in Cremorne is part of the 17 acre Crown Portion (CP) 1 sold to Messrs William Burnley, David Lyons and Matthew Cantler in 1849: land sales started immediately in the south-west corner with subdivided lots going to Burnley, Thomas King and Mitchell, Black & Follett. Inspired by the major population increase caused by gold finds in the Colony, William Burnley began to sell more house lots further north in 1852 from an estate plan that included the formation of today's Rout and Blanche Streets running east-west, joined by Wellington Street running north-south. Lots of 32-35 feet width faced onto Wellington Street and backed onto CP2 on the east or the 15 feet wide Huckerby Street, on the west, that Burnley had created to serve the lots facing Punt Road.

The Green Plan of 1853 plan shows Jessie and Cremorne Streets in place within Crown Portions 1 & 2 and the Kearney Plan of 1855 has buildings distributed across the north part of the Crown Portions, along Wellington (as far as Blanche) and Cremorne Streets, while to the south they front only Cremorne Street. The 1874 plan (see O'Connor, p.23) shows the north part of Wellington, Huckerby, Blanche and Jessie streets in this precinct.

King, Mitchell, Black and Follett's block, created from the south part of Crown Portion 1 in 1849, was to eventually contain the residential subdivision of Melrose and Kelso Streets in 1884 (Lodged Plan 605) with lots of 33-45 feet frontages. This estate is shown on the Allen & Tuxen 1888 plan (see O'Connor, p.24), along with added streets such as Rout, but still there was no continuity for Wellington Street, which stopped at Blanche Street. The MMBW Plan 911 of 1896 showed the extension of Wellington Street southwards, past Blanche Street, but named as Melrose Street.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 149-56

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The Wellington Street precinct is a largely Victorian-era residential area centred on Wellington Street and extends north from the riverside industrial precinct south of Gough Street to the commercial strip of Swan Street West on the north. The arbitrary crank in the line of Wellington Street shows the two development phases (early and late Victorian-era) and exemplifies the piecemeal nature of private development, generally, in the Richmond area.

The haphazard street alignments generate unexpected house groups and vistas. There is the long weatherboard cottage row in Gough Place that now faces out across a large development site towards Punt Road: its unbroken roofline is another testimony of how Richmond, as well as being planned on a free-market basis, was also outside of the building laws that initially applied to the other inner suburbs of Melbourne (*Melbourne Building Act 1849*). The construction of small, weatherboard and brick cottages in the narrow confines of the early Huckerby and Jessie streets is another illustration of this evasion of standard building codes. The *Richmond Conservation Study* (1985) notes of 'Cremorne Cottage', at 50 Jessie Street:

'...Similar size building shown in similar location on Lands Dept 1855 Map of Richmond...' Other early houses such as 375-377 Punt Road can also be traced back in plan form to the Kearney Plan of 1855, adjoining the Rout Street entry to the precinct.

A small Wellington Street house row (nos. 66-68) had rare and early brick-nogged wall construction as an indication of early construction techniques in this precinct. This method of wall construction involves brickwork placed between timber frame members and overlaid with weatherboard providing for an uncommon and environmentally sound building method. The *Australian Architecture Index* cites two other brick nogged houses nearby in Cremorne Street auctioned in 1879.

Key buildings include late Victorian-era houses like the row-house pair at 397-395 Punt Road, described in the 1990s as:

... A double-storey, rendered, Boom terrace pair, set back with a parapet. The centrepiece is (set) between abstracted Doric pilasters, supported by scrolls. Cornice and frieze-mould has vermiculated corbels; also to verandah, these on scrollbrackets. The skillion verandah, between wing-walls, has cast-iron lace valence and Composite posts, with first-storey balustrade in an unusual pattern of panels between balusters. Ground-window is tripartite with Tuscan fluted mullions. Doors have fan and sidelights. Chimneys have corbelled brick-bands' as an illustration of the range of ornament that was used in the late 19th century...

More typical, late Victorian-era masonry row houses line Wellington Street. 'Balino Cottage', at 44 Wellington Street, is an exception:

A characteristic double-fronted, symmetrical, rendered, Boom cottage, on the street line, with rich decoration. There is a balustraded parapet between piers, surmounted by balloons. The centrepiece has a scallop-shell in a round arch, with acroterion. Piers are supported by small scroll-brackets. A frieze and cornice-mould is supported by brackets, between festoons. The parapet and verandah wing-wall corbels are vermiculated, the latter on scroll-brackets. The brickwork beneath the verandah was exposed, decorated with diamond ceramic tiles. The tripartite window has barley-sugar Tuscan mullions and bluestone cill and fanlight over door. The verandah is convex, with cast-iron posts, lace-valence and brackets. There are encaustic geometric tiles. The chimney has deep rendered Classical mould'

Edwardian-era development is seen in houses facing Kelso Street (nos. 5, 9) as well as the former grocer's shop at 12 Kelso Street (Peter Byrne's shop in 1904 and Marcus Steel's in 1920), providing the sense of a self contained domain where provisions were available to householders within walking distance. Intermixed with these are the numerous Victorian-era houses, mainly weatherboard clad, with corrugated iron clad hipped roofs (but with some parapeted forms such as 17 Kelso Street) and little in the way of front gardens.

Statement of Significance

What is significant?

The Wellington Street precinct, which comprises Blanche Street, Gough Place, Huckerby Street, Jessie Street, Kelso Street, Melrose Street, Punt Road, Rout Street and Wellington Street, Cremorne is significant.

Contributory elements include Victorian and Edwardian houses (including some Individually Significant houses and terrace rows), having typically:

- pitched gable or hipped roofs;
- one storey wall heights;
- weatherboard, face brick, or stucco wall cladding; corrugated iron, with some slate roofing;

- chimneys of either stucco finish (with moulded caps) or of matching face brickwork with capping courses;
- post-supported verandah elements facing the street;
- less than 40% of the street wall face comprised with openings such as
- windows and doors; and
- front gardens, bordered by low front fences, typically of timber picket for the Victorian and Edwardian-eras.

Contributory elements also include public infrastructure, expressive of the Victorian and Edwardian-eras such as stone pitched road paving, kerbs and channels, and asphalt paved footpaths.

How is it significant?

The Wellington Street precinct is aesthetically and historically significant to the locality of Cremorne and the City of Yarra.

Why is it significant?

The precinct is historically significant as a well defined area of Victorian and Edwardian-era houses that matches the major growth periods in Richmond's and the City's housing history, which complements the nearby Cremorne precinct as tangible evidence of the historic development of Cremorne. It is notable as one of the first areas to be developed in Richmond, with some houses reflecting the 1850s estates. (Criteria A & D)

The precinct is aesthetically and architecturally significant for some distinctive house groups such as in Gough Place and Individually Significant houses. (Criteria D & E)

West Richmond Precinct, Richmond (HO338)

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Specific history

The West Richmond precinct is part of the three allotments (CP 36, 37, and 38) purchased from the Crown in 1839 by Fred Wigan, William Highett and R W Wrede respectively. Highett, whose name is perpetuated in one of the main streets in the precinct, was an early settler from Tasmania, a squatter, merchant and banker. In the early 1850s, Highett erected the mansion Yalcowinna on the south side of Erin Street, where the Epworth hospital now stands. William Hull purchased a section of Highett's allotment and built a large stone residence in the early 1850s on the Bridge Road frontage. Next door was George Jame's residence (both demolished).

Opposite 'Yalcowinna', on the north side of Erin Street, a pair of semi-detached houses were built in the 1850s-1860s. One was owned by the pioneer Presbyterian the Rev. Dr Adam Cairns and the other by merchant William Muir (see Muir Street).

R.W. Wrede immediately sold his 1839 allotment to James Hodgson (one of the first members of the Legislative Assembly). By 1855 it had been subdivided into the present street layouts. There were two houses on the south side of Highett Street at this time, set back from the street with formal gardens, as are the existing houses. The Edwardian-era houses at 44 and 46 Highett Street have early wings at the rear as an indication of this earlier phase.

In 1889 the mansion 'Yooralbyn' (29 Erin St, later renamed 'Elim') was built for merchant William Harper (see HO257). Further subdivision occurred on the north side of Erin Street in the 1870s and the south side was subdivided in the early 1880s.

In the 1880s the mansion 'Millev' was built for Robert Hoddle's widow near to 'Yalcowinna'. This was leased by the Salvation Army in 1903 as the Bethesda hospital, then purchased and extended by them in 1912. On the south corner of Erin and Hoddle Streets is the unusual 'Urbrae' (171 Hoddle Street, on the Victorian Heritage Register), the combined mansion houses of Dr. Tom Boyd and Dr. William Boyd.

By the late 1890s the MMBW Detail Plans showed most of the area developed as residential, with the accumulation of private subdivisions (and the later imposition of the railway) yielding irregular street layouts and lot sizes. Small attached and detached verandahed houses, set close to the street, were located in short streets such as Moorhouse, Muir and Normanby, with larger detached houses and gardens in the wider, more elevated streets like Erin Street.

Larger houses, both attached and detached, were shown in longer east-west streets such as Egan and Highett but the latter had larger gardens and street setbacks. One distinctive aspect of Highett Street is a stepped side lane that runs off the street up the hill to the south, an element more typical of inner Sydney suburbs. Street furniture such as gas lamps, pitched crossings, asphalted footpaths and street crossings were shown, along with telegraph poles shown in Lennox and Erin Streets but no street trees were shown. Howell's Livery Stable complex was shown on the plan in Lennox St as a central timber structure flanked by two brick structures, the latter surviving today either side of a new medical centre.

The railway linking Melbourne to Clifton Hill opened in 1901, with the West Richmond Station built across the western end of Highett Street. Traffic was diverted to Hoddle Street via Muir Street and Freeman Street.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 225-33

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

The West Richmond precinct is a residential area, encompasses the flat ground of Lennox and Highett streets east, rising up to the west to include part of Richmond Hill along Highett Street east, Bowen and Erin streets to the western border of Hoddle Street. The building stock is mainly houses of the Victorian and Edwardian eras, with some interwar houses and flats, and complementary buildings such as the livery stable in Lennox Street. The precinct has a rectilinear irregular subdivision typical of private development in the Victorian-era, with rear and side service lanes. Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths.

The Contributory houses have typically:

- Pitched gabled or hipped roofs, with some façade parapets;
- One storey wall heights but with many two storey houses;
- Face brick (red, bichrome and polychrome) or stucco walls, with some weatherboard;
- Corrugated iron and slate roof cladding, with some Marseilles pattern unglazed terra-cotta tiles from the Edwardian-era;
- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- Post-supported verandah elements facing the street, set out on two levels as required with cast-iron detailing and timber detailing for some Edwardian-era houses;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by typically timber or iron picket front fences of around 1m height.

Contributory elements also include corner shops and residences with display windows and zero boundary setbacks.

The West Richmond Railway Station complex with its mature landscape and associated track and tunnel forms a landmark at the intersection of Highett and Muir streets.

Statement of Significance

What is significant?

The West Richmond precinct, which comprises Bowen, Egan, Erin, Freeman, Highett, Hoddle, Leeds, Lennox, Moorhouse, and Muir streets and Normanby Place, Richmond, is significant. Contributory buildings include predominantly Victorian-era and Edwardian-era houses having typically:

- Pitched gabled or hipped roofs, with some façade parapets;
- One storey wall heights but with many two storey houses;

- Face brick (red, bichrome and polychrome) or stucco walls, with some weatherboard;
- Corrugated iron and slate roof cladding, with some Marseilles pattern unglazed terra-cotta tiles from the Edwardian-era;
- Chimneys of either stucco finish (with moulded caps) or of matching face brickwork with corbelled capping courses;
- Post-supported verandah elements facing the street, set out on two levels as required with cast-iron detailing and timber detailing for some Edwardian-era houses;
- Less than 40% of the street wall face comprised with openings such as windows and doors; and
- Front gardens, originally bordered by typically timber or iron picket front fences of around 1m height.

Contributory elements also include:

- Corner shops and residences with display windows and zero boundary setbacks.
- Buildings from the inter-war era;
- Rectilinear irregular subdivision typical of private development in the Victorian-era, with rear and side service lanes;
- Public infrastructure, expressive of the Victorian and Edwardian-eras such as bluestone pitched road paving, crossings, stone kerbs, and channels, and asphalt paved footpaths; and
- The West Richmond Railway Station, landscape and associated track and tunnel.

How is it significant?

The West Richmond precinct is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The precinct is historically significant as tangible evidence of key development phases in Richmond. It contains many Individually Significant buildings, including many houses originally occupied by eminent Victorians, as well as typical Victorian and Edwardian-era houses, along with remnants of other key Victorian-era uses such as Howell's Livery Stable, and interwar examples such as the Moderne style flats at 151 Hoddle Street. (Criterion A)

The precinct is aesthetically significant for its distinctive historic landscape character, enhanced by its hillside topography, mature street plantings and unusual urban elements such as the obliquely-sited West Richmond railway station complex and its landscape, a stepped lane off Highett Street, original stone kerbs and gutters and the use of traditional street materials. It is also significant for intact groupings of some of Richmond's most substantial late 19th century houses, such as 'Elim', a mansion still with extensive grounds and remnant planting. (Criterion E)

APPENDIX B – INDIVIDUAL PLACE CITATIONS

Grocer's shop (former) & residence (HO365), 69 Balmain Street, Cremorne

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The section of Cremorne to the east of the railway, which is located in CPs 5 and 6, sold respectively to John Robert Murphy and Frances Dawe Wickham in 1849 (Butler, 2009).

The Crown Grantee of CP5 brewer Robert Murphy (who also developed Crown Portions 7 & 8 east of Church Street – see the Barkly Gardens precinct) engaged architect, Michael Egan, to prepare a subdivision containing around 148 house lots or the area known as 'Murphy's Paddock' north of Balmain Street. Murphy launched his estate in CP5 using rural metaphors as street names such as Green, Chestnut, and Walnut and the first lots were sold at auction in November 1875 by C.J. & Thomas Ham as 'The Centre of Town', close to the railway and Yarra Park. Then the Hobson's Bay & Brighton and Hawthorn railways were on the same level

as the estate and equipped with level crossings: they effectively contained the estate on the north and west (Butler, 2009; LP 214. SLV).

A later estate in Murphy's Crown Portion provided allotments for development south of Balmain Street, being some 70 Building Allotments (residential) sold by Alfred Bliss in 1881. The area was described as within 7 minutes walk of the railway station and on 'high and dry' well-drained land fronting formed and metalled roads (Butler, 2009). A later subdivision created Gordon Street, which ran parallel with (and south of) Balmain Street extending from Church Street to Chestnut Street.

The exact date of this shop and residence is not known. It was possibly built as early as c.1875 soon after the sale of Murphy's subdivision, which created Green Street. It is shown on the MMBW Plan of 1895.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

M. Egan (fl. 1873) 'Plan of land at Richmond, known as Murphy's paddock [cartographic material] : being subdivision of part of suburban section no. 5, Parish of Jika Jika, county of Bourke, and comprising 148 building allotments in the centre of town, near Swan and Church Streets railway stations & Yarra Park / M. Egan', State Library of Victoria (SLV) collection

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan nos. 912 & 914 dated 1895

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

A two-storey, rendered masonry, corner Renaissance Revival shop and residence, of two bays to Balmain Street and three to Green Street with a splayed corner. It has a deep cornice-mould and plain frieze, with bevelled openings. There is a band at first-storey cill level. The residence is entered from Green Street at right, with a panelled door and fanlight. The ground corner bays have a rare timber Classical shop-front. It has a cornice and frieze-mould between corbels, with rosettes. The windows and corner double-door are divided by six Tuscan pilasters. There is a panelled soffit, over a bluestone plinth.

Statement of Significance

What is significant?

The former grocer's shop and residence at 69 Balmain Street, Cremorne is significant to the extent of the nineteenth century fabric. It is a two-storey rendered masonry building, in the Renaissance Revival style, particularly evident in the classical shop-front.

Non-original alterations and additions are not significant.

How is it significant?

The former grocer's shop and residence at 69 Balmain Street, Cremorne is historically and architecturally significant to Cremorne and the City of Yarra.

Why is it significant?

The former grocer's shop and residence is historically significant (Criterion A):

- as tangible evidence of the early development of Cremorne and the traditional corner stores that were established within walking distance of local residents. This building is notable as the oldest surviving corner store within Cremorne.

The former grocer's shop and residence is architecturally significant (Criteria D, E & B):

- as a good well-preserved two-storey rendered, Renaissance Revival corner shop and residence of about 1870, with a rare intact Classical timber shop-front.

Olinda (HO366), 75 Balmain Street, Cremorne

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

The section of Cremorne to the east of the railway, which is located in CPs 5 and 6, sold respectively to John Robert Murphy and Frances Dawe Wickham in 1849 (Butler, 2009).

The Crown Grantee of CP5 brewer Robert Murphy (who also developed Crown Portions 7 & 8 east of Church Street – see the Barkly Gardens precinct) engaged architect, Michael Egan, to prepare a subdivision containing around 148 house lots or the area known as 'Murphy's Paddock' north of Balmain Street. Murphy launched his estate in CP5 using rural metaphors as street names such as Green, Chestnut, and Walnut and the first lots were sold at auction in November 1875 by C.J. & Thomas Ham as 'The Centre of Town', close to the railway and Yarra Park. Then the Hobson's Bay & Brighton and Hawthorn railways were on the same level as the estate and equipped with level crossings: they effectively contained the estate on the north and west (Butler, 2009; LP 214. SLV).

This site is vacant on the 1895 MMBW Detail Plan and the house probably dates from the early 1900s. The garden path layout probably dates from around the same time as the house. The exact date of the wire fence and timber lych gate is unknown, but they appear to date from the early interwar period (prior to 1930) and may be earlier (Context, 2013).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, p.373

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

M. Egan (fl. 1873) 'Plan of land at Richmond, known as Murphy's paddock [cartographic material] : being subdivision of part of suburban section no. 5, Parish of Jika Jika, county of Bourke, and comprising 148 building allotments in the centre of town, near Swan and Church Streets railway stations & Yarra Park / M. Egan', State Library of Victoria (SLV) collection

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan nos. 912 & 914 dated 1895

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

An unpretentious, early Edwardian brick cottage, with a double-fronted hip-roof and some elements transitional from Italianate. The right bay is set forward, with a tripartite window, with fluted Tuscan mullions. There are two terra-cotta finials and fretwork cornice-brackets. The bullnosed verandah is in the angle, with flat cast-iron lace valence and brackets. There is a rare intact-garden layout. It has a diamond pattern on both sides of the central path of encaustic geometric tiles, with terra-cotta edging tiles. There is a very rare Edwardian timber archway over the pedestrian gate. It is shallow arched, with fretwork members on two Gothic posts. The fence-posts are similar and the gate is metal ribbon and chain-link. The chain-link is possibly later, but not necessarily. The house is characteristic, however, the fence archway is very rare. The garden layout is also uncommon.

The chimney and walls are painted. The adjoining garage and window-blind are not appropriate and the verandah-floor is concrete and ceramic tiled.

Comparative analysis

The house is characteristic, however, the surviving garden layout is less common and the archway is very rare.

The 1985 *Richmond Conservation Study* identified a small number of houses with surviving garden elements: 264 Burnley Street; 291 and 293 Burnley Street; 83 Bendigo Street and 164 Lord Street. In 2013 while some retain early concrete or tiled paths, none of these places retain original front fences or have a lych-gate feature.

Statement of Significance

What is significant?

'Olinda' at 75 Balmain Street, Cremorne is significant to the extent of the house and the garden layout, front fence and lych gate. The house is a double-fronted brick cottage (since overpainted) with a hipped roof, projecting bay and bull-nosed verandah. The garden layout is uncommon, as well as the central path of encaustic tiles and the arch over the pedestrian gate, which is shallow arched, with fretwork members on two Gothic posts. The fence-posts are similar and the gate is metal ribbon and chain-link.

Non-original alterations and additions are not significant.

How is it significant?

'Olinda' at 75 Balmain Street, Cremorne is architecturally and aesthetically significant to Cremorne.

Why is it significant?

'Olinda' at 75 Balmain Street, Cremorne is architecturally and aesthetically significant (Criteria B, D & E):

- as a characteristic, unpretentious, early Edwardian, double-fronted, detached brick cottage, which is notable for the rare surviving early garden-layout, with its fence elements intact and a very rare Edwardian timber archway over the entrance gate.

Klembro Pty Ltd factory (former) (HO367), 80-82 Balmain Street, Cremorne

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Richmond had become a centre of manufacturing by the 1930s and the Council designated three areas for industry: in the Yarraberg area, east of Burnley Street between Victoria Street and Bridge Road; from Swan Street to the Yarra River south of Richmond and East Richmond stations; and between Victoria and Highett streets, west of Lennox Street (*The Argus*, 21 July 1939, p.7). In the Yarraberg area 'Doonside', the mansion of prominent identity David Mitchell, was demolished in 1931 to make way for factories for firms such as Repco and Jex Steel Wool (*The Argus*, 9 January 1931, p.5; 20 January 1938, p.6).

Place history

The Crown Portions (CPs) making up the Cremorne area (CPs 1-6), sold in 1846 and 1849, were long slim potentially agricultural lots between Swan Street and the Yarra River with the Government roads, Punt Road and Church Street, as the west and east boundaries (Butler, 2009). The CPs were quickly subdivided and the Kearney Plan of 1855 shows the early street network including Cremorne, Cobitt (Cubitt), Barney (Dover), Yarra (Gwynne), Stephenson streets and the western section of Balmain Street had been formed and were partially built up.

The first industries, such as the Cremorne Brewery and malt house, were established in the 1850s along the Yarra River and until 1900 there was little industry to the north of this riverside strip. At the turn of the twentieth century Cremorne was a dense residential area with numerous corner shops, hotels and some community buildings. In the early to mid-twentieth century the residential area to the north of Balmain Street was transformed into a mixed residential and industrial area. By the 1930s the Cremorne area was one of three in Richmond designated by Council for industry (MMBW; *The Argus*, 21 July 1939, p.7).

The MMBW plan of 1895 shows that the area to the east of the railway and to the north and south of Balmain Street was almost fully developed for housing along Green and Walnut Streets. This property, at the southeast corner of Balmain and Green streets, was vacant and remained so until the 1920s. In 1929 the Directory lists a 'factory being built' at this site. In 1930 Klembro Pty Ltd, manufacturers of 'grocers sundries' was listed and was still there in 1940. The factory was designed by noted architects, Gawler & Drummond. Robert Wheeler of Collingwood was the owner/builder (AAI, MMBW, SM)

Gawler & Drummond

The following biography of John Stevens Gawler is provided by the *Australian Dictionary of Biography*:

John Stevens Gawler (1885-1978), architect, was born on 20 May 1885 at West Ham, Essex, England and emigrated to Melbourne in 1886. Educated at Brighton State and University High schools, young John began his career as office-boy with an estate agent before working for an architect and becoming a junior draftsman. His employer granted him articles without a fee. In 1903 Gawler was awarded a bronze medal by the Royal Victorian Institute of Architects for a drawing of part of the Melbourne law courts.

In 1907 he left Melbourne with a two-year contract to oversee a building project at Canton (Guangzhou), China; he continued on a working tour of the world, returning home in 1912. In September he was appointed Walter Burley Griffin's representative. Gawler's first major commission may have been Wenley House, Flinders Lane. Another of his early works, St Agnes's, Black Rock (1913), was the forerunner of a substantial body of work for the Church of England. On 7 March 1914 at St Agnes's he married American-born Ruth Miller Woodworth, whom he had met on his travels. That year he entered into partnership with Walter A. Drummond and accepted a part-time position as an assistant-lecturer at the University of Melbourne.

Appointed lecturer in architecture at the University of Melbourne in 1920, he immediately pressed for and obtained a temporary building (towards the cost of which his own firm donated £16,360). He drafted proposals for the establishment of a four-year degree course, introduced in 1928, and was elected dean of the faculty in 1938. In 1941 E. S. Churcher replaced Drummond as Gawler's partner

According to Miles Lewis (cited in the ADB):

The practice of Gawler & Drummond was prolific, though undistinguished. The firm designed a range of domestic, industrial, commercial and church buildings, as well as the metallurgy school at the university. The only technically interesting aspect of its work was the early use of brick-veneer construction in the McRorie house (1916) at Camberwell, almost certainly the result of Gawler's time at Chicago, United States of America, where the method was popular. The most distinctive work was the Deaf and Dumb Society's church at Jolimont (1929). From 1918 the largest client was the Fitzroy department store, Ackmans Ltd, with its associated factories: the proprietors' satisfaction was reflected in the endowment of a travelling scholarship for architecture students..

Other buildings designed Gawler & Drummond, in their characteristic brick oriented style, include the Percy Grainger Museum, Melbourne University (which is included on the Victorian Heritage Register) and many churches.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Australian Architectural Index (AAI), viewed online 18 June 2013
[<http://fmpro.abp.unimelb.edu.au/fmi/iwp/cgi?-db=Australian%20Architectural%20index&-loadframes>]

Australian Dictionary of Biography (ADB) 'Gawler, John Stevens' by Miles Lewis viewed online 18 June 2013 [<http://adb.anu.edu.au/biography/gawler-john-stevens-10285>]

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.374

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.913 dated 1895

Sands & McDougall Directories (SM), 1928-40

Description

A two-storey, red brick early modern factory designed c.1928 by architects Gawler & Drummond in their characteristic brick oriented style: of five bays to Balmain Street and seven bays to Green Street, with shallow piers between, terminating in a vermiculated base. There are stepped triangular pediments to both elevations showing a simplified Greek Revival influence, with a soldier-course of darker clinker bricks at parapet, window-head and cill levels. It has fine metal windows of four large panes and eight small. The door is off-centre. There is deep blue diamond ceramic tile decoration.

Statement of Significance

What is significant?

The former Klembro factory at 80-82 Blamain Street, Cremorne is significant to the extent of its c1928 fabric. The two-storey brick early modern factory was built c1928 and designed by architects Gawler & Drummond in their characteristic brick oriented style: of five bays to Balmain Street and seven bays to Green Street, with shallow piers between, terminating in a vermiculated base. There are stepped triangular pediments to both elevations showing a simplified Greek Revival influence, with a soldier-course of darker clinker bricks at parapet, window-head and cill levels. It has fine metal windows of four large panes and eight small. The door is off-centre. There is deep blue diamond ceramic tile decoration.

Non-original alterations and additions to the former factory are not significant.

How is it significant?

The former Klembro factory at 80-82 Balmain Street, Cremorne is historically and architecturally significant to Richmond and the City of Yarra.

Why is it significant?

The former Klembro factory is historically significant (Criterion A):

- as tangible evidence of the small to medium size factories that emerged during the interwar period as Cremorne was transformed into a centre of manufacturing within Richmond.

The former Klembro factory is architecturally significant (Criteria D & H):

- as a fine example of an interwar, early modern factory designed by the architects Gawler & Drummond in their characteristic brick oriented style. The attention to detail of the brickwork, tilework highlights and windows are of particular note.

House and stables (HO368)*, 10 Pearson Street and 11 Chapel Street, Cremorne

*Note: Amendment C149 applied HO368 to the house at 10 Pearson Street, only.

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

This Edwardian-era replaced an earlier house. The stables could be earlier, but after 1896 and replacing another house in Chapel Street (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.398

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Description

This is a characteristic, double-fronted brick, hip-roofed cottage, between stepped, boundary wing-walls. The right-bay is set forward as a gable, with a window-pair; the upper section jutting in roughcast and timbers. The roof and skillion verandah roof are slate, the latter decorated with scalloped slates. The valence is a wavy timber palisade. There are terra-cotta finials, cresting, capping and chimney pots. The red bricks are tuck-pointed, cills and lintels are

expressed. There is a fine, intact flyscreen door with spindle decoration. Paintwork and colours are rare originals. The chain-link fence may (or may not) be later, but is sympathetic.

The commercial stables at rear, face Chapel Street. They have light red/orange bricks in English garden-wall bond for perimeter walls and square-edged weatherboards to inside faces. The hinged slate-faced stalls at ground level are intact. There is a two-storey building at left with a gantry and loft door in the gable end facing the street and a chimney with terra-cotta pot. Across a bluestone pitcher-paved yard, is a timber-framed corrugated steel-clad, skillion-roofed, single-storey building.

Statement of Significance

What is significant?

The house and stables at 10 Pearson Street, Cremorne are significant. The house dates to the Edwardian period, while the stables may date as early as 1897.

The house is a double-fronted brick building with a projecting gabled bay. The hip-roof is clad with slate and has terra-cotta finials, cresting, capping and chimney pots. The skillion verandah is clad with scalloped slate.

The commercial stables have brick perimeter walls and weatherboard-clad inside faces. A two-storey building at the left has a gantry and loft door in the gable fronting Chapel Street. There is a bluestone pitcher-paved yard between the gantry and a single-storey corrugated steel-clad building.

Non-original alterations and additions to the buildings are not significant.

How is it significant?

The house and stables at 10 Pearson Street, Cremorne are historically and architecturally significant to Cremorne.

Why is it significant?

The house and stables are historically and architecturally significant (Criteria A , B & D):

- as a remarkably intact characteristic, double-fronted, Edwardian brick house that retains an original stables building, which is rare in Richmond.

Attached houses (HO369)*, 2-6 Appleton Street & 97-105 Burnley Street, Richmond

*Note: Amendment C149 applied HO369 to all houses, except for 105 Burnley Street.

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

Development of Appleton Street commenced in the late 1870s and almost half the lots in the street were built upon by the time that the 1890s depression brought a temporary halt to building (SM).

The properties now known as 2-6 Appleton Street and 97-105 Burnley Street were once contained in a single lot, which is shown as vacant on the 1901 Melbourne and Metropolitan Board of Works Plan No.1079.

The eight semi-detached houses were all built by 1913 when they were first listed in the Directory. All but one (105 Burnley Street) were occupied (SM).

The houses were built for Charlotte Kemp who acquired the property in 1911 (LV) and for this reason it has been suggested that her husband, the architect H.H. Kemp designed the houses (*Richmond Conservation Study*).

Henry Hardie Kemp, architect

Henry Hardie Kemp, born 1859 in Lancashire, England, arrived in Melbourne in 1886 and was appointed as chief assistant with the architectural firm of Terry & Oakden. Within a year he became a partner in the firm of Oakden, Addison & Kemp and in 1888 he married Charlotte Harvey. The partnership became Oakden & Kemp in 1892 and was associated with the design of some major works for the Working Men's College, Melbourne, and the innovative 12-storey Australian Property & Investment Co. building in Elizabeth Street (Edquist, ADB). After briefly moving to Sydney he returned in 1899 and formed a partnership with Beverley Ussher. According to Edquist, Ussher & Kemp:

... became renowned for their large, picturesque, multi-gabled, red brick suburban villas that were sophisticated elaborations of the eclectic Queen Anne style ... they evolved a distinctive house type and numerous elements such as gables, bays, fenestration, timber bracket details and interior design were often repeated from house to house.

Kemp remained in practice after Ussher's death in 1908 and although he had significant commissions his work became 'less adventurous'. Kemp retired from practice in 1929 and died in 1946 (Edquist).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Australian Dictionary of Biography (ADB), viewed online
<http://adb.anu.edu.au/biography/kemp-henry-hardie-6925> 26 January 2013.

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp. 370 & 379

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Edquist, Harriet, 'Kemp, Henry Hardie' in *Encyclopaedia of Australian Architecture*, 2012, p.380

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Land Victoria, Certificate of Title V.2891 F.115

Melbourne and Metropolitan Board of Works Plan No.1079 dated 1901.

Sands & McDougall Melbourne Directories (SM) – 1880-1911

Description

This comprises two rows of brick duplexes at 2-6 Appleton Street and 97-105 Burnley Street, Richmond. The houses are of identical, mirror-image designs in a modified Tudor Style with a hip roof and projecting gable, each with a small side porch. Windows to the main elevations are tall paired double hung sash with coloured toplights, which are paired in the projecting gable. The original four-panelled front doors also have a top light. Notable elements include the dog-toothed gable and decorative vents, and the chimney form.

The houses are in generally good condition and have a relatively high degree of external integrity, particularly the houses in Burnley Street. Changes include the over-painting of face brickwork (e.g., 2 & 4 Appleton), modification or enclosure of the side porch (e.g. 4 & 6 Appleton). The creation of high front fences and car parking areas also detracts from the appearance of some houses.

Statement of Significance

What is significant?

The two rows of brick duplexes at 2-6 Appleton Street and 97-105 Burnley Street, Richmond are part of a group that make up one of the distinctive developments at Yarraberg in the early 1900s, designed by the noted architect, Henry Hardie Kemp, and owned by his wife, Charlotte. The two rows of duplexes were built in 1912-13. They are identical, mirror-image designs in a modified Tudor Style with a hip roof and projecting gable, each with a small side porch. Notable elements include the dog-toothed gable and decorative vents, and the chimney form.

Non-original alterations and additions are not significant, including (but not limited to) the enclosure of the side porches at 4 and 6 Appleton Street.

How is it significant?

The two rows of brick duplexes at 2-6 Appleton Street and 97-105 Burnley Street, Richmond are architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The two rows of duplexes are architecturally and aesthetically significant (Criteria D & E):

- for their distinctive form and detailing, with notable elements including the 'dog-toothed' gable with decorative vents, and the chimney form.

House (HO370), 24 Appleton Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

Development of Appleton Street commenced in the late 1870s and almost half the lots in the street were built upon by the time that the 1890s depression brought a temporary halt to building.

In 1881 there were approximately 10 houses on the north side of the street, but no houses on the south side. The first six houses on the south side were listed in 1882 Directory, however, this house did not appear until 1883, when it was occupied by Henry Hutchison. Hutchison was still in residence in 1885, when the house was No.16. By 1890, William Kennedy was the occupier of No.16, which by 1895 had been renumbered to the present No.24, and he remained here until at least 1911.

The house is shown on the 1901 Melbourne and Metropolitan Board of Works Plan No.1079, when it was one of about 11 houses on the south side of Appleton Street.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, p.371

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Plan No.1079, dated 1901

Sands & McDougall Melbourne Directories – 1880-1911

Description

The house at 24 Appleton Street is an asymmetrically planned Italianate villa with a bullnose verandah to one side of the façade and a canted window bay with its own hipped roof on the other. The main roof has an M-hip form with two rendered chimneys with typical Victorian-era moulded cornices. The façade is rendered, while the side elevations are of face brick.

The verandah retains cast-iron columns and cast-iron integrated frieze and brackets.

The front door has sidelights and highlights (though the door itself was hidden by a security door), while the sash window beneath the verandah has sidelights set off from the main window by cricket bat mouldings. The windows to the canted window bay have segmentally arched heads.

The house is distinguished by its highly ornate cement-render detailing, including paired cornice brackets and raised panels, label moulds over the bay windows with floral bosses, barely-twist colonettes framing all windows, and large incised floral patterns on the rendered walls – typical of the late 1870s and early 1880s.

The house and verandah reroofed in 2012 in dark grey Colorbond, and a large rear extension was constructed. It is two storeys in height, with the front section rendered to match the original house, while the rear section is clad in unpainted timber. It is set just behind the line of the chimneys, so leaves the original M-hip roof form legible. The rendered (front) part of the extension is just visible when standing on the footpath in front of the house, while the timber-clad section is also visible when viewed from across the street. Both parts are clearly legible as a modern intervention.

Comparative analysis

Houses in Richmond from the late-Victorian era (roughly 1875-1900) with comparably ornate cement-render detailing that are individually listed on the Heritage Overlay or Individually Significant within an HO precinct were sought by searching the Heritage Victoria Hermes database.

The comparisons found were:

- 67 Erin Street (Significant to HO338) – A block-fronted, rendered villa with a parapet and a canted bay to one side. Ornate floral reliefs of cast cement over the arched doorway and above the windows to the bay. A very distinguished and formal design. Retains its palisade fence.
- 10 Clifton Street (Significant to HO332D) – An unusual asymmetrical rendered villa with a large, hexagonal bay projecting on one side of the façade and a smaller one at the centre which is surrounded by the verandah. The render detail is restricted to simple label moulds and cornice moulds to the major hexagonal bay, and numerous brackets to the cornice. Retains two rendered chimneys but roofing replaced with terracotta tiles.

- 22 Miller Street (Significant to HO332A) – An asymmetrical timber villa with a slate roof. Has heavy moulded architraves with keystones to windows of canted bay. Intact.
- 2 Miller Street (Significant to HO332A) – An brick asymmetrical villa with a slate roof and highly decorative verandah. Brick ‘pilasters’ with render Composite capitals between the windows of the canted bay. Retains its palisade fence.
- 48 & 50 Rotherwood Street (Significant to HO332A) – A pair of two-storey rendered terrace houses, with single-storey verandahs. Very plain apart from incised diamond motifs in the render of the first floor. Both retain their palisade fence.
- 286-288 Bridge Road (Significant to HO310) – a hotel and shop with decorative panels to the first floor comprising a moulded frame and incised floral design in the centre. The render ‘keystone’ of the first-floor windows also has an incised floral design.

It was found that there were a few more asymmetrical villas with a canted bay of a similar form protected in Richmond, but none were of the same type (rendered, with much decorative detail). And the use of incised decoration appears to be relatively rare, for domestic buildings particularly. In comparison with the houses at 48 & 50 Rotherwood Street, the quality of the decoration at 24 Appleton Street is far higher. In addition, the render ornamentation of the house at 24 Appleton Street is high in quality and intact, as is the verandah and chimneys.

Overall, the quality and rarity of its ornamentation are found to outweigh the visible two-storey addition at the rear, so it is believed to meet the threshold for local significance.

Statement of Significance

What is significant?

The house at 24 Appleton Street, Richmond is significant to the extent of its nineteenth century fabric. Built by 1883 (probably for the first occupant Henry Hutchinson), it is an asymmetrically planned Italianate villa with a bullnose verandah to one side of the façade and a canted window bay with its own hipped roof on the other. The verandah retains cast-iron columns and cast-iron integrated frieze and brackets. The façade is rendered, while the side elevations are of face brick. The house is distinguished by its highly ornate cement-render detailing, including paired cornice brackets and raised panels, label moulds over the bay windows with floral bosses, barley-twist colonettes framing all windows, and large incised floral patterns on the rendered walls.

The two-storey rear extension is not significant.

How is it significant?

The house at 24 Appleton Street, Richmond is aesthetically and historically significant to the locality of Richmond.

Why is it significant?

The house is aesthetically significant (Criterion E):

- for the render ornamentation of the house which is high in quality and intact, as is the verandah and chimneys. The use of incised decoration is relatively rare in Richmond, particularly for domestic buildings.

Houses (HO371), 53-55 Baker Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

The Baker Street area was part of the 27 acre Crown Portion 45, first sold in 1851 to banker (Sir) William Highett for 823 pounds. Howitt created an estate south of Victoria Street that included Baker and Lincoln Streets and ended on the line of Buckingham Place: it was between Johnson and Church streets (Butler, 2009).

Baker Street remained largely undeveloped until the development boom of the 1880s. In 1875 the north side of Baker Street between Church and Lambert (then referred to as Catherine) streets contained only 4 houses, which increased to 6 by 1880. Development gathered pace in the early 1880s and by 1885 there were ten houses increasing to 13 by 1890 (Context 2013, SM).

The 1899 Melbourne & Metropolitan Board of Works plan shows that this site remained vacant at that time. This pair of houses by built by 1915 (MMBW, SM).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 114-19, 371

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.1043 dated 1899

Description

A double-fronted, Edwardian, red brick row-house pair. They have a most unusual plan: the entry door is not visible from the street. They have hip-roofs, but the gambrel bay is set forward, sweeping down break-pitch as a verandah. This verandah has elaborate lattice and fretwork decoration with a "spade" motif. The gablet is timbered roughcast with a square timber finial. The hip-roof also breaks pitch over a narrow porch, set well back. The extraordinary chimneys are Voyseyesque, with flat tops and reverse ogee brackets. Brickwork is tuck-pointed with a dado band. Casements are triples and quadruples. They lack the original verandah floors, 53 lacks a finial, number 55 finial is truncated, its window altered and brickwork painted.

Statement of Significance

What is significant?

The houses at 53 & 55 Baker Street, Richmond are significant to the extent of the Edwardian fabric. The pair of brick (overpainted) houses share a common central wall and are Edwardian in style, with a projecting gambrel bay with elaborate lattice and fretwork to the verandah. The extraordinary chimneys are Voyseyesque, with flat tops and reverse ogee brackets.

Non-original alterations and additions to the houses are not significant.

How is it significant?

The houses at 53-55 Baker Street, Richmond are aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The houses at 53-55 Baker Street, Richmond are architecturally and aesthetically significant (Criteria D & E):

- as a double-fronted, Edwardian pair, with an uncommon plan, extraordinary chimneys, and interesting timber detailing.

Duplexes (HO372), 25-31 Bosisto Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Place history

The duplexes at 25-31 Bosisto Street were built by 1918. They replaced two detached houses on the site. The owner of the four properties was the Wustemann Estate. Edward Holden, a carpenter was living in a new house at no.25 Bosisto Street in 1917, but by 1918 Stephen Solly, a clerk, had moved into this house. The first residents at nos.27-31 seem to have been Joseph Daly, a bootmaker, Robert Taylor, a clerk and Constable George Miller (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.376

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

Two relatively plain single-storey, single-fronted late Edwardian brick pairs, with an unusual courtyard plan. Apparently semi-detached, they actually form a row, joined at the rear. They have Marseilles tiled hip-roofs and red tuck-pointed brick, with corrugated iron hip verandahs. These have timber Tuscan posts with a palisade valence and fretwork brackets. Cills are bluestone, blacked and terra-cotta chimney-pots. At the rear, a party-wall skillion extends across the site as a gable, with a skillion verandah facing the rear garden. The plan of these houses is unique in Richmond. The roof tiles have been replaced with concrete.

Statement of Significance**What is significant?**

The house row at 25-31 Bosisto Street, Richmond is significant to the extent of the pre-1918 fabric. Built by 1918, the row of houses consists of two single-storey, single-fronted late Edwardian brick pairs, with an unusual courtyard plan. They have Marseilles tiled hip-roofs and red tuck-pointed brick, with corrugated iron hip verandahs.

Non-original alterations and additions to the houses are not significant.

How is it significant?

The house row at 25-31 Bosisto Street, Richmond is of local architectural significance to the locality of Richmond and the City of Yarra.

Why is it significant?

The house row at 25-31 Bosisto Street, Richmond is architecturally significant (Criterion D):

- as a series of single-storey, single-fronted, late Edwardian brick pairs, with unusual rear courtyard plans.

House (HO373), 167 Brighton Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

Brighton Street is one of the oldest streets in Richmond – it is shown on the Green Plan of 1853 when it was known as 'Occupation Road'. The surrounding land was subdivided as early as the mid 1850s and building, which commenced in the mid nineteenth century, was initially concentrated in the northern and central parts of the street. The southern part of the street below Amsterdam Street remained largely undeveloped until after 1880 (SM).

In 1885 there were only 2 listings in the Directory on the east side south of Amsterdam Street, however, this area began to fill upon during the land boom of the late 1880s. By 1887 the number of listings had increased to 11 including three vacant properties (SM).

It appears that this building (or at least the first building on this site) was constructed by 1888 for Mills & Dowling, who were described as 'tinsmiths'. The property was then No.141. John Mills, tinsmith, remained in occupation until 1891. However, the property was then vacant for a few years until 1895 when John Harrison became the occupier. A succession of occupiers

followed over the next two decades, however, the description in the Directory does not mention a use other than residential (SM).

This building is shown on the 1895 Melbourne and Metropolitan Board of Works Plan No.916 with a verandah over the footpath (MMBW).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.378

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Green, William (1853) 'Map of the City of Melbourne and its extension [cartographic material]: together with Richmond, Hawthorne, the Emerald Hill, and a portion of Prahran / compiled from the government plans and private survey by William Green' (referred to as the 'Green Plan')

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Plan No.916, dated 1895

Sands & McDougall Melbourne Directories (SM) – 1880-1925

Description

Built in the mid Victorian-era, this is a plain, two-storey, three-bay symmetrical brick house, set on the street-line, with a gable-roof across. There is an Edwardian character shop window on the ground storey, in the right bay. Some window joinery has been replaced.

Statement of Significance

What is significant?

The house at 167 Brighton Street, Richmond is significant to the extent of its Victorian and Edwardian fabric. It appears that this building (or at least the first building on this site) was constructed by 1888 for Mills & Dowling, tinsmiths. From 1895 the building appears to have served as a residence. It is a plain, two-storey, three-bay symmetrical brick building, set on the street-line, with a gable-roof. There is an Edwardian-character shop window on the ground storey, in the right bay. The original verandah has been removed.

Non-original (post-World War II) alterations and additions to the building are not significant.

How is it significant?

The house at 167 Brighton Street, Richmond is architecturally significant to Richmond and the City of Yarra.

Why is it significant?

The house at 167 Brighton Street, Richmond is architecturally significant (Criterion D):

- as a house that is uncommon in this part of Richmond because of its two-storey scale and siting, being built on the street line.

Loyal Studley Hotel (Former) (HO374), 53 Burnley Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

An earlier Loyal Studley Arms was licensed to John Sutcliffe in May 1870. The auction notice for November 1872, described the hotel as brick, with bar, bar parlour, private rooms, dining, kitchen, five bedrooms, stabling for four horses, coach-house, haylofts and outhouses. Then, the owner Alex Jamieson sold the hotel in association with the licensees John Sutcliff, Jane Jones, and John Cornish, in 1873 for £ 580 to John Wood. Subsequent licensees were James Dowling, 1872; Robert McNeill, 1874; Michael Flaherty, 1882; J. Grandfil, 1883-4; and F. Braines, 1885-6. The architect, James Wood, then of Gertrude St., Fitzroy called tenders for painting, papering and repairs to Loyal Studley Hotel, Richmond in the Argus of 1877 and later on 18 November 1879 (Butler, 2009).

After a series of dealings, William Walker and James Wood leased the property to Patrick Carmody from 1887, renewing the lease in 1891 for £310 per annum. Carmody, who had been the licensee of a hotel on this site since 1887, was the rated owner when the present English Queen Anne revival hotel was erected there in 1891 (as a 'rebuilding'), to the design of James Wood. It was rated by the City of Richmond as a hotel of ten rooms, with £200 annual

valuation, in 1893, after a valuation of £80 in the previous year. Rate books listed the hotel as the 'Lord Studley' for the first time in 1894. The room numbers increased from 10 to 16 by 1901 (Butler, 2009).

The origin of the unusual name is not known, however it is said that Studley Park in Kew, just across the Yarra River footbridge, was named after Studley, in Yorkshire (Butler, 2009).

The ownership of the property did not change until 1912 when licensee, Rudolph Boehnke of Burnley Street was the new proprietor, selling with vendor finance to Elizabeth Clarke of Burnley Street Richmond, married woman in 1913. During that time the hotel was leased to Edward Jewel Whittin while Jeremiah Donovan was the licensee in the 1920s (Butler, 2009).

Elizabeth Clarke died 29 May 1944 with probate granted to Ethel Muriel Sheehan of 717A Malvern road Toorak, Perl Irene Norton of 717A Malvern Road, Toorak widow and hotelkeeper Stanley Wilfred Chandler of the Hotel Australia, Corowa, NSW. The hotel was then sold to Ethel Muriel Sheehan, Pearl Irene Norton and Stanley Wilfred Chandler in 1945 (Butler, 2009).

There were alterations and additions in the 1940s by Harry J. Little, architect of Collins Street. The hotel was delicensed and converted into offices in 1989-90.

James Wood, architect

'James Wood' in *Victoria and its Metropolis*, (V2: 538) provides the following:

Born in Melbourne in 1854. After completing his education he entered the office of George Wharton, where he remained until the completion of his articles in 1875. Started on his own in 1875, the Yorkshire Brewery, Collingwood, being among his first works. Other buildings included the Hawthorn Augustine Congregational Church, the Yarra Grange Dry Plate factory, and several residences in Hawthorn, where he has business connections. His offices are in Swanston St.

Apart from the highly significant Yorkshire brewery in Collingwood (see Victorian Heritage Register) Wood also designed a new malt-kiln and storeroom at Richmond for J.C. Winn, Esq., in 1880, and Wustermann's shop pair in Bridge Road also in 1880.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, pp. 328-332

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Sutherland, Alexander et al, *Victoria and its metropolis: past and present*, 1888

Description

This two-storey English Queen Anne revival style hotel has a red brick (painted over) asymmetrical facade, with extensive render dressings, and a gabled main roof with slate cladding. The left facade bay is in a gabled parapet form with the hotel name and date, as an abstracted cartouche, and an upper triangular panel, with a moulded cartouche, finial, and scrolls supporting a Tuscan pier, with a balloon. The upper level facade has three windows to each facade bay, with ogee heads and apronwork below cills. The window heads penetrate the frieze mould below the deep dentilated cornice. The roof had terra-cotta cresting and three chimneys with deeply moulded cornices.

The cantilevered verandah is an addition and, typical for a Victorian-era hotel, the ground floor facade has been altered. All of the brickwork has been painted and some roof slates replaced, along with the terra-cotta cresting. These changes either apply to areas of low stylistic

expression, such as the ground level facade, or are reversible in terms of the significant upper level (paint removal).

Comparative analysis

This hotel is an early precedent for significant hotels such as the Dan O'Connell and the Perseverance, twenty years later that used a combination of classical medieval sources for their architectural detailing. Although uncommon in Victorian-era commercial and residential buildings, the Queen Anne style was used for State Schools designed from the 1870s onwards: a comparable English Queen Anne style school is Richmond North Primary School, Davison Street, from 1888.

Statement of Significance

What is significant?

The former Loyal Studley Hotel at 53 Burnley Street, Richmond is significant to the extent of the nineteenth century fabric.

Built in 1891 for owner Patrick Carmody, the hotel was designed by architect James Wood in the English Queen Anne Revival style. It is a two-storey red brick (since over-painted) building with an asymmetrical facade, extensive render dressings and a gabled main roof with slate roof-cladding.

Non-original alterations and additions to the building are not significant.

How is it significant?

The former Loyal Studley Hotel at 53 Burnley Street, Richmond is historically, socially and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The former Loyal Studley Hotel is aesthetically significant (Criterion E):

- as an early example of the English Queen Anne Revival manner, applied to a suburban hotel, despite alterations.
- as a stylistic precedent for later architecturally significant hotels, such as the Perseverance and the Daniel O'Connell, built up to twenty years later, and the work of the talented architect, James Wood.

The former Loyal Studley Hotel is historically and socially significant (Criteria A & G):

- as a public gathering place over a long period and the site of one of the key hotels in the small nearby Yarraberg settlement over an even longer period.

Russell Manufacturing Company Pty Ltd (later Repco) (HO375), 81-95 Burnley Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Richmond had become a centre of manufacturing by the 1930s and the Council designated three areas for industry: in the Yarraberg area, east of Burnley Street between Victoria Street and Bridge Road; from Swan Street to the Yarra River south of Richmond and East Richmond stations; and between Victoria and Highett streets, west of Lennox Street (*The Argus*, 21 July 1939, p.7). In the Yarraberg area 'Doonside', the mansion of prominent identity David Mitchell, was demolished in 1931 to make way for factories for firms such as Repco and Jex Steel Wool (*The Argus*, 9 January 1931, p.5; 20 January 1938, p.6).

Place history

Robert Geoffrey Russell had set up the Russell Manufacturing Co. Pty Ltd (automotive spare parts, accessories and general equipment) in 1927 at North Melbourne. By 1930 his piston-making factory moved to Burnley Street, Richmond. The trade name Repco was registered in that year. Arthur Baldwinson carried out architectural work there for the firm in the 1940s; the building in Doonside Street was also built for the Russell Manufacturing Co., c.1939: the first floor of the present building was laboratories, while the ground floor was for offices. The company purchased a former plaster making factory at the site of 85-89 Burnley Street, on the corner of Doonside Street, and gradually expanded its works along Doonside Street: the

Brabham Formula One engine was developed in the adjoining Repco factory at the Burnley Street corner.

In March 1942, Russell Manufacturing Co. purchased the land to the north along Burnley Street, towards Doonside Street. The existing building located on the south-east corner of Burnley and Doonside streets was built in 1942. The factory was expanded in 1943 (Repco Co. records). The factory expansion was described in a 1943 advertisement in the Sands & McDougall Directory: 'Repco is closely associated with Australia's war effort on the industrial front and is engaged in producing its quota of munitions and war equipment as well as a steady flow of automotive parts for essential services. To meet the extra strain placed on the manufacturing division, a new plant and extension of its foundry were completed.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009, p. 379

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

With its strong Moderne styling, the building is a dominant presence on the corner and well-preserved apart from the painted brickwork. Horizontals are underscored by the streamlining down both main elevations, achieved in cement and brick banding. It relates to the other Repco building in Doonside Street (HO256) and the former Jex building directly opposite on the north corner of Doonside Street.

Statement of Significance

What is significant?

The Russell Manufacturing Company Pty Ltd (later Repco) building at 81-95 Burnley Street, Richmond is significant to the extent of the pre-1945 fabric. Built in stages for the Russell Manufacturing Company Pty Ltd, the brick (overpainted) building has a strong Moderne styling, with horizontal banding on the main elevations.

Post-1945 alterations and additions to the building are not significant.

How is it significant?

The Russell Manufacturing Company Pty Ltd (later Repco) building is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The Russell Manufacturing Company Pty Ltd (later Repco) building is aesthetically significant (Criterion E):

- for its strong Moderne styling as ideally presented on a corner site.
- for the relationship with the significant Moderne style former Repco Building at 26 Doonside Street (HO256).

The Russell Manufacturing Company Pty Ltd (later Repco) building is historically significant (Criteria A & H):

- as tangible evidence of the large factories built during the interwar period when Richmond became a centre of manufacturing in Victoria.

- for the association with the successful motor spare parts firm of Russell Manufacturing Company Pty Ltd.

House, part shop and row house (HO376), 63-71 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

Thomas Meredith, a Richmond builder, was the first owner of this house row in 1891: each of the five (61-69) houses was described in municipal rate books as 5 rooms and brick, with the shop and residence at 71 as 4 rooms. The row replaced an earlier one of timber houses, each of 4 rooms. Thomas Meredith of Buckingham Street, Richmond had acquired the site in December 1891 and mortgaged it to Thomas Forbes and John Foley in February 1892 to finance the construction: the debt was discharged November 1897 which was surprisingly soon given the financial problems of that decade. Some of the first tenants included Constable Joseph A Donald; Alexander Perry, a Teaman; Caroline Bartlett, widow; and Constable Carl Hausen (Butler, 2009).

Meredith died 12 April 1908 leaving his widow Mary Ann Meredith, then of 66 Buckingham Street, as his estate's executor along with Frederick Meredith of 101 Church Street, bricklayer and Alphonse William Bice of Hartington Street, Kew carpenter. By the early 20th century

occupiers included Edward Halpin, a cordial factor; Thos. E Whitford , a plumber; Ethel McDougall, house duties; Norman Laskie, a driver; Caroline Button; and Luisa Ford, Butcher. Mary Ann died August 1913 and the new owner was Cornelius Joseph Gardner of 63 Brunel street East Malvern, a confectioner. The row was divided up into separate ownership as late as the 1950s (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp.333-337

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Description

This row includes a corner shop & residence and four dwellings (No. 61 demolished). It includes a two-storey, rendered parapeted corner shop and residence, with attached four bichromatic (cream, red) Italianate style, single-storey, single-fronted row-houses, all with unusual double-storey rear wings.

The shop has a ruled coursed rendered facade with a deep cornice mould and frieze, painted face brick side wall, and a near intact timber shop-front. The house row has a continuous gable profile main roof, without exposed party walls, but the end house has massive stepped party walls. The two-storey rear wings have hipped roofs.

There are turned eaves-brackets, vermiculated corbels, scroll-brackets and a cast-iron verandah frieze. There are tripartite windows and fanlight in orange and cream bricks. The verandahs have encaustic geometric tiled floors and paths, with bluestone edging. Chimneys are unpainted render, classically moulded.

Some of the windows have been altered, the slate roof replaced with various materials and some of the facade brickwork painted over. The verandah frieze has been replaced on 69 Church Street.

Statement of Significance

What is significant?

The two-storey shop and residence, and the row of four single-storey terrace houses at 63-71 Church Street, Richmond, are significant to the extent of their nineteenth century fabric.

The bi-chrome brick terrace houses (Nos. 65 & 67 since overpainted) were built by owner and builder Thomas Meredith in 1891. They each have a double-storey rear wing and remained under single ownership until the 1950s. The two-storey rendered shop and residence is of a similar date.

How is it significant?

The shop & row house development at 63-71 Church Street, Richmond is historically and architecturally significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The shop & row house development at 63-71 Church Street, Richmond is historically significant (Criterion A):

- as a relatively well-preserved Victorian-era house row and shop from the boom era of Richmond's development.

- for the association with a local builder developer, Thomas Meredith.

The shop & row house development at 63-71 Church Street, Richmond is architecturally significant (Criterion D):

- for the uncommon two-storey rear wings to the four houses.

S. Andrewartha Showrooms (Former) (HO377), 115-117 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.379

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Place history

Andrewartha Furniture Manufacturers (mantle-piece maker, later furniture-maker) was established in Richmond in 1900. The showrooms on Church Street were constructed c1915-25. The site was previously occupied by a 'Timber Rack Workshop' with a saw mill to the rear (east), in 1898 (MMBW detail plan no.1051, pt1045 & 1046, 1898).

The Andrewartha firm is still active as a long running furniture retailer.

Description

This is a red brick large retail showroom designed in the Edwardian Neo-classical manner with the gabled parapet designed as a classical temple pediment, and stylised classical cement detailing. The facade upper level windows and street canopy have been altered.

Comparative analysis

Similarly styled buildings can be seen in Chapel Street, Prahran, as the prevailing Edwardian-era retailing style.

Statement of Significance

What is significant?

The former showrooms at 115-117 Church Street, Richmond were built for S Andrewartha in the Edwardian period. It is a two-storey red brick building, designed in an Edwardian Neo-Classical style, as evident in the gabled parapet and stylised cement detailing.

The altered windows and later street canopy are not significant.

How is it significant?

The former showrooms at 115-117 Church Street, Richmond are aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The former showrooms are historically significant (Criterion A):

- as a long-term retailing outlet that was well known in inner Melbourne.

The former showrooms are aesthetically significant (Criterion E):

- as an example of Edwardian classical revival.

Bristol Hotel (Former) (HO378), 135 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The former private (unlicensed) Bristol Hotel was built in 1862 as a symmetrical three-bay brick and stone house facing Somerset Street. It had nine rooms. A licence application was made by Sydney A. King in June 1875, apparently after the Burnley Street (sic) bay was built. The application was dismissed. One of the reasons for the dismissal was given that "a front had merely been part to a private house". The whole building had twelve rooms. It was next door to the Queens Arms, No.133, which had been built as a hotel. There were no further applications and the building remained a residence, of William F. King, for some years. William King was an accountant and later, journalist. It may not be entirely irrelevant that both William and Sydney King were connected with the Licensed Victuallers Advocate (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.380

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

This is a double-storey, hip-roofed Renaissance Revival, former private hotel, with the eaves extending over the building-line. It has two bays to Church Street and four bays to Somerset Street with a corner splay. The Church Street section is plain render, ruled courses with flat cills. It steps at first floor. The symmetrical Somerset Street section, on an axed bluestone base has a cellar. Its left opening is bricked, but right has bars. The entry-door is recessed to allow four bluestone steps, with a fanlight and an early door. Windows have architrave-moulds on scroll-brackets. It has quoins and ground-storey courses are deeply ruled. The chimney has early pots. The bluestone has been painted.

Statement of Significance

What is significant?

The former Bristol Hotel at 135 Church Street, Richmond was built as a private house in 1862, with an addition fronting Church Street that was built by 1875 for owner Sydney King. It is a two-storey, hip-roofed building in the Renaissance Revival style. The Church Street addition is rendered with ruled courses and the original building fronting Somerset Street has deeply ruled courses on the ground floor, a bluestone plinth (overpainted) and quoins. The building is significant to the extent of its nineteenth century fabric.

Non-original alterations and additions are not significant.

How is it significant?

The former Bristol Hotel at 135 Church Street, Richmond is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The former Bristol Hotel is historically and aesthetically significant (Criteria A & E):

- as a double-storey, Renaissance Revival, former private hotel of c1862.
- as one of Richmond's oldest surviving hotels and which provides tangible evidence of the development of the northern part of Church Street as an early commercial centre in Richmond.

Naughten's Hotel (Former) (HO379), 164 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The hotel was built in the 1870s on the site of Chinese Gardens, with James Naughten as one of its first long-term occupiers. It was known as Naughten's Hotel, later Citizens Park Hotel, and DT's.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.380

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

The hotel is a two-storey rendered and parapeted building in a simple Italian Renaissance Revival style, with regularly placed openings, cement string and cornice wall mouldings and corniced chimneys.

The upper level window joinery and ground level window and door joinery has been altered.

Comparative analysis

The two-storey Renaissance Revival corner hotel at 164 Church Street was built in the 1870s, and hotels of a similar style, era and scale were sought for comparison in Richmond.

Other hotels that are individually Significant (either in an individual HO or precinct):

- Napier Hotel, former, 2A Bridge Road (Significant in HO310) – two-storey Renaissance Revival hotel with rendered walls, architraves and parapet. All upper-storey windows either replaced with single pane, or there is intrusive acoustic glazing obscuring the windows. Now a convenience store.
- Vine Hotel, 254 Bridge Road (Significant in HO310) - two-storey Renaissance Revival hotel with rendered walls, quoins architraves and parapet. Retains decorative return verandah with cast-iron posts. Intrusive signage but otherwise intact.
- Cricketers Arms Hotel (Significant in HO332A) - two-storey Renaissance Revival hotel with rendered walls, architraves and parapet (with decorative raised pediment at corner). Brackets to cornice. Retains most of the two-over-two sash windows to the first floor. Some openings enlarged and windows and doors replaced at ground level.
- Hotel, 64 Lennox Street (Recommended for individual HO in C149) - two-storey Renaissance Revival hotel with rendered walls, architraves and parapet. Retains upper storey windows. Many ground floor windows and doors replaced, but openings the same.
- Also, the Vacluse/Railway Hotel, 157-159 Swan Street (Contributory to HO335) - two-storey Renaissance Revival hotel with rendered walls, architraves and parapet. Upper storey windows survive. Ground floor re-rendered, larger openings created and new windows and doors installed. The cornices at the tops of the chimneys have been removed.

In comparison, the hotel at 164 Church Street is more intact than the Contributory Vacluse Hotel (as well as the Contributory Dover and Mountain View hotels, which are even less intact).

In terms of intactness, the Vine Hotel is the most outstanding among the hotels compared, including its cast-iron verandah not seen at any other comparative examples. The remaining Significant hotels, as well as 64 Lennox Street, generally have very intact first floors (Napier Hotel may be an exception). However, they have had all or most of their ground-floor windows and doors replaced, though the openings generally remain original. This is in keeping with the general approach to commercial buildings, which undergo frequent shopfront changes. In addition, hotels are often local visual landmarks (by way of a corner site, larger size, and/or more elaborate decoration) and long-time community hubs (social significance), thus some alterations (loss of intactness) can be outweighed by these other aspects of their significance.

The hotel at 164 Church Street sits between the Significant and Contributory groups. It is similar to most of the others in having a very restrained, simple design, and retains its roof form, chimneys, window openings at first and ground floor levels, and door openings. In comparison to the Contributory hotels, it is far more intact and its form is quite legible. And the alterations that have been made have not obscured the building's original form. Overall, its

intactness is closer to that of the Significant hotels, the only difference being the loss of the first-floor window sashes, so it is believed to meet the threshold for *local significance*.

Statement of Significance

What is significant?

The former Naughten's Hotel at 164 Church Street, Richmond is significant to the extent of its 1870s fabric. Built in the 1870s, James Naughten was one of its first long-term occupiers, running Naughten's Hotel. The building still serves as a hotel. It is a two-storey rendered and parapeted building in a simple Italian Renaissance Revival style, with regularly placed openings.

Non-original alterations and additions including the altered upper level window joinery and ground level window and door joinery are not significant.

How is it significant?

The former Naughten's Hotel at 164 Church Street, Richmond is architecturally and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The former Naughten's Hotel at 164 Church Street, Richmond is architecturally significant (Criterion D):

- as a representative example of a hotel in the Renaissance Revival style, which was a popular style for hotels built in the 1870s,

The hotel at 164 Church Street, Richmond is historically significant (Criterion A):

- as a building, which provides tangible evidence of the development of the northern part of Church Street as an early commercial centre in Richmond.

James Lentell Building (later confectionary and bakery) (HO380), 178 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

This shop and residence was constructed by c.1878 (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.381

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

A two-storey, two-bay brick shop and residence, with an unexpressed gabled parapet with some Tudor characteristics. It has a deeply coved gabled capping, flat top and bases with wrought-iron finials. There are diamond brick-panels and window-spandrels, with incised render-decoration. Cills are on brackets. There is an intact timber shopfront, with splayed entry, with glazed doors. The chimney has Classical render-mould. Some interior elements survive, including fireplace and timber ceiling. There was an external brick commercial oven there in the 1990s. One wrought-iron finial is missing and detailing has been painted over.

Statement of Significance**What is significant?**

The James Lentell building at 178 Church Street, Richmond is significant. It is a two-storey brick shop and residence, with a gabled parapet with some Tudor characteristics. There is an intact timber shopfront with a splayed entry. An external brick commercial oven remained in the 1990s.

Non-original alterations and additions to the building are not significant.

How is it significant?

The James Lentell building at 178 Church Street, Richmond is architecturally and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The James Lentell building is historically significant (Criterion A):

- for its association with local Richmond figure, James Lentell, rate collector and house agent.

The James Lentell building is architecturally significant (Criterion D):

- as an unusual Victorian era two-storey shop and residence, which is notable for the distinctive Tudor decorative characteristics.

Alexander Miller's shops and residences (HO381), 533-537 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Place history

Alexander Miller of 94 Moorabool street Geelong draper had owned the site of 533-537 Church St since November 1889. Miller is well known as a great benefactor, via his estate, for the establishment of early aged care homes in locations where his drapery stores had thrived (Butler, 2009).

The MMBW Detail Plan 914 of 1895 showed a corner shop at the Kingston Street crossing with a large rear yard and stable (533), a deep set back for 535 and a front yard, and what appears to be a house at the Darlington (later Willis) Street corner also with a rear yard and stable as 539 (no 537): the 1904 listing for these buildings includes Fred Brown, baker, at 533; Robert Munro junior, saddler, at 535 and Fred Brown's timber residence at 537. By 1910, Sands & McDougall Melbourne directories listed the extra property in the block, marking the construction of this row of 3 shops: the entry 'three vacant houses' was made in 1910, indicating they were still in construction. By the time of the 1911-12 Richmond rate book, the shops were listed as occupied (Butler, 2009).

Alexander Miller died 27 April 1914, with probate granted in 1915 to The Trustees Executors and Agency Company limited of 412 Collins Street Melbourne, George Edward Wale of Euroa storekeeper, and Donald Hinton McKenzie of Benalla Storekeeper and William Henry Thomas, accountant of the corner of Swanston and Little Collins streets, Melbourne. The trustees continued to own the buildings into the 20th century (Butler, 2009).

Occupiers of the shops included: T Perryman, engineer, Isabel Jagert, confectioner, at 533; Ernest McMillan, butcher, James Arnold, fishmonger, and later F Farrell, boot maker, at 535, and hairdresser Walter Moriarty, an engineer Charles Slez, and Ernest Hughes at 537; (Frederick Brown was still at the adjoining 539 into the 1920s). Reputedly a Post Office was formerly in no.533 as indicated by the faded parapet sign photographed in 1984. Recently Australia Post occupied 535 (Butler, 2009).

Alexander Miller

The first Miller homes were built in Geelong in 1914, where Alexander Miller began his successful life as a draper. The gross value of his estate at his death in 1914 (he is buried at Western Cemetery) was £176,241, and 195 aged care homes had been built up to 1984. The endowment was given with the ability of the trustees to develop the trust and maintenance of the homes. They were built in towns such as Shepparton, Rushworth, Numurkah, Benalla, Maryborough, Castlemaine and Ballarat where Miller had conducted business.

Leading Geelong architectural firm, Laird and Buchan designed many of these buildings and it is likely from the distinctive design of the Church Street shops that they too were designed by this firm. The first Alexander Miller Memorial Homes were at 324-332 Ryrie Street, Geelong, designed by Laird and Buchan and constructed in 1913-14 by Tingate Bros. for a total cost of £1277. Others were at 73 Mckillop Street Geelong and 22 Park Street, Geelong (both on the Victorian Heritage Register) (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp.339-342

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

These three single-storey red brick shops have very high parapets shaped in what has been described by Richard Peterson as 'a most exotic design'. The parapets terminate with rare Chinese (concave) pediments and flagpoles, supported on flat, fluted brackets, over an ogee parapet, plain with capping mould. Between, are parapet piers, surmounted by pineapples. Cornice and frieze-mould are set between plain, round corbels. The exposed north side wall of 533 Church Street is face red brick and the parapet wall stepped in profile.

Two shops have rare timber shop-fronts (535, 537) set on battered glazed green ceramic tiled plinths, with recessed and splayed doorways and encaustic geometric tile paving to the thresholds. Only the shop-fronts of 537 and 535 are near original (although 537 is reputedly a replica based on 535). Only 535 and 537 have encaustic threshold tiles. The top of one pineapple is missing (533/535). The canvas-canopy of 533 and the shop-front sign-writing of 537 are unrelated to the Edwardian-era as is the air-conditioners projecting from the doorway of 537. The sills of openings on the north of 533 have been altered. Statement of Significance

What is significant?

The three Edwardian shops built for draper and benefactor Alexander Miller at 533-537 Church Street, Richmond are significant to the extent of the 1910 fabric.

The three single-storey brick shops have tall parapets with 'Chinese' pediments on ogee parapets. Numbers 535 and 537 have timber shopfronts with battered glazed green ceramic tiles plinths and recessed doorways with encaustic tile thresholds. The reconstructed elements of the decorative parapet to No. 537 assist in interpreting their significance.

Apart from the reconstructed decorative parapet elements, other non-original alterations and additions are not significant.

How is it significant?

The Alexander Miller shops & residences at 533-537 Church Street, Richmond are architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

Alexander Miller's shops & residences are architecturally and aesthetically significant (Criteria D & E):

- as a representative example of Edwardian shops, which are notable for their distinctive design, including the timber parapet form and detailing, and for the original shopfronts at nos. 535 and 537.

Prince Alfred Hotel (HO382), 619 Church Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The Prince Alfred Hotel was first licensed in April 1855 to Joseph Murphy. Subsequent licensees were William Brooks, 1862-69; Mrs Susan Brooks, 1869-70 (who was buried from there in July 1871); Thomas Dixon, 1871-80; Frank O'Neill 1881-87; Sarah O'Neill, 1888; Walter O. Coulson, 1889-90 and William Fallon, 1891-1901, and John Griffiths, 1902 (Butler, 2009).

The namesake of the hotel, Prince Alfred Ernest Albert, Duke of Edinburgh (1844-1900) was the fourth child of Queen Victoria. He married the daughter of Alexander, Emperor of Russia. In 1867, he made the first royal tour of Australia and was shot and wounded by an Irish immigrant in Sydney; the same man attempted to shoot Archbishop Goold (Butler, 2009).

The 1895 Melbourne and Metropolitan Board of Works detail plan shows a smaller earlier version of the hotel (9 rooms) with a large cellar across the front (with well) and a skittle alley on the south side. The stable yard had a small shed and there was a horse trough at the front of the hotel in Church St. A later MMBW index plan shows the present larger hotel (12 rooms) covering the skittle alley but with the same cellar extent (Butler, 2009).

The Brookes Estate had owned the site until Fallon purchased it c.1899, in preparation for the new building. William Fallon was responsible for engaging the important Richmond architect, John A.B. Koch to design a new hotel for the site. The foundation stone was laid by Mrs W.J. Fallon, wife of the publican on 23 October 1899. Peters and Hetherington were Builders and W.B. Davis, Clerk of Works. It cost £2,000, without furnishings and fittings. There was a main bar (with fibrous plaster ceiling by artist-modeller, Otto Waschatz of Hoddle Street; polished cedar bar-counter, fittings and carved solid timber trusses), bar-parlour, commercial room, kitchen, polished Blackwood staircase, with landing stained-glass windows, drawing-room, parlour, four bedrooms and bathroom (Butler, 2009).

Fallon retired from the bar and John Griffiths became the publican; Griffiths passed to Devlin and, later, the 'Argus' Oct 2, 1916 reported that the National Trustees' Company was applying for letters of administration of the estate of Hugh Patrick Kiely, late of the Prince Alfred Hotel, Church Street, Richmond, licensed victualler, who died on August 28 last, leaving personal estate to his widow and children. Burch was replaced by Taylor, in the 1920s (Butler, 2009).

John A.B. Koch

John A.B. Koch migrated to Melbourne from Hamburg in 1855. By 1870, he was practising as an architect. Over 60 buildings, mostly in Richmond, where he was City Architect in 1887 and Hawthorn where he lived from 1896, have been attributed to him. He was City Architect to Melbourne from 1873. He is thought to have designed the former Mietta's restaurant (former naval and military club, Alfred Place, Melbourne), North Fitzroy; Record Chambers, Collins Street; Labassa, Caulfield; Lutheran Church Parsonage East Melbourne and also the Spread Eagle Hotel, 370 Bridge Road (1885), as well as the Prince Alfred.

The Richmond Council presented retiring councillor, JA Koch, with a testimonial in 1885 in hand lettered text surrounded by flowers, and three pictures of Richmond buildings: the Town Hall, and two others which Koch designed - the RUFFS Free Dispensary building, and the South Richmond Library building (no longer standing), both in Church St. The text reads:

'To J.A.B. Koch, Esq. Dear Sir, On behalf of your numerous friends and admirers, we, the undersigned, desire to express our high appreciation of your services as councillor for the City of Richmond, during the past eight years. We recognise the very active part you have taken in all matters for the advancement of the City, and that your professional services have been at all times at the disposal of the Citizens without fee or reward, notably the Free Dispensary, South Library, Swan St Level Crossing, and Church St Railway Bridge. Not only as a Councillor, but as a Mayor, your ability and liberality are commendable, in this matter we recognise you were ably supported by your much esteemed wife, Mrs Koch. We would not forget the great interest displayed by you as a Member and Chairman of the School Board of Advice. We feel the Citizens of Richmond are greatly indebted to you for the time and attention you have given to their affairs, and exceedingly regret your loss to the city as Councillor. In recognition of your many valuable services to the City we trust you will accept of this address and accompanying souvenir as a record of the high opinion entertained, of your personal worth, and hope with the Divine Blessing, you may be spared to your family. With our best wishes for your future welfare. We remain, dear Sir, on behalf of the Subscribers, Yours faithfully, F. Darke, W.Chattaway, James T. Lancashire, S.V.Winter, JP, William Davison, Geo. Graham, MD, C.M.Davies, E.Altman, George W.Deate, James Farwood, Hon. Secretary, James Charles Brown, Chairman. Richmond, 1885.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp. 344-347

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.916 dated 1895

Description

This distinguished two-storey, Baroque revival corner-hotel, has two brick facades (painted over), with cemented dressings and a balustrade parapet. There are three facade bays to Prince Patrick Street and five bays to Church Street (including the corner splay). The parapet has four very elaborate pediments set over projecting bays in the facade: the pediments are moulded and dentilated, with elaborate terra-cotta foliated cartouches, supported on scrolled and foliated brackets. The deep ventilated cornice and frieze-mould is continuous, advancing and receding and has the name 'Fallon's Prince Alfred Hotel' in raised letters. Window-heads have deep label-moulds, supporting cartouches on blocks, with scroll-brackets and deep cills on brackets. There is a deep string moulding and frieze-mould also at first-floor and a further foliated frieze between the round architraved window-heads at ground-storey, with keystones, but plain cills. It has an axed bluestone base, with cellar doors in Prince Patrick Street. A typical red brick Edwardian-era chimney is visible above the parapet.

The overall effect is one of bold facade modelling albeit in a style more associated with the late Victorian-era. Minor additions have been made including window boxes, air units, signs and window hoods. The parapet urns are assumed to have been removed.

Statement of Significance

What is significant?

The Prince Alfred Hotel at 619 Church St, Richmond is significant to the extent of the nineteenth century fabric. Built for William Fallon c1899 and designed by local architect John AB Koch, it is a two-storey brick (since overpainted) building in the Baroque revival style, with a balustrade parapet and pedimented window openings on the first floor

Non original alterations and additions are not significant.

How is it significant?

The Prince Alfred Hotel is historically, socially, architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The Prince Alfred Hotel is architecturally and aesthetically significant (Criteria E & H):

- as a distinguished, boldly modelled and remarkably well-preserved two storey Baroque revival style corner hotel.
- as the design of former Richmond City architect and renowned designer in the State context John A.B. Koch.

The Prince Alfred Hotel is historically and socially significant (Criteria A & G):

- as a local institution, offering a meeting place in its present form for over 100 years and a hotel site for near to another 50 before that.

Kia Ora (HO383), 93 Elizabeth Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

This house was in progress in 1908, and complete by 1909. The owner of the property was George Paterson (or Patterson), employed in the Postal Note Department at the GPO, Melbourne. The first occupant was William Francis Birt, a grocer (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.385

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

This is a double-fronted, red brick, early Edwardian corner house, with a gambrel roof with exposed rafters. At left, a gable wing projects far forward, with a minor gable on the splay, in the angle, as entry. The iron hip verandah extends around, between the wings. It has a flat cast-iron lace valence and brackets, between turned posts. Under the verandah at right is a canted bay. The verandah is paved with geometric encaustic tiles, continuing as a path to the splayed corner. Brickwork is dyed red, with black tuck-pointing. The roof has terra-cotta cresting, finials, chimney pots and two rare kangaroo finial. The upper gable is roughcast, with pendant barges with roundels. The wing-wall has an unpainted scroll-bracket. There is a large leadlight casement window and an oculus at right. The right side window has a bluestone cill and a cast-iron lace grille depicting a dancing virgin. There is a copper name-plate and an early Cyclone chain-link gate.

The house lacks the original front fence.

Comparative analysis

Other houses with kangaroo finials that have been identified in Melbourne include at Bowen Crescent, Princes Hill; Byron Street, Kew; 512 Racecourse Road, Newmarket; Albert Park and Williamstown. No Emu finials are known.

Statement of Significance

What is significant?

The house 'Kia Ora' at 93 Elizabeth Street, Richmond is significant to the extent of the 1908-9 fabric. Built for George Paterson in 1908-9, it is an Edwardian red brick, double-fronted house with gable-roofed wings and an angled minor gable for the entrance. The roof has terra-cotta cresting, finials, chimney pots and two rare kangaroo finials.

Non-original alterations and additions are not significant.

How is it significant?

The house 'Kia Ora' at 93 Elizabeth Street, Richmond is architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The house 'Kia Ora' at 93 Elizabeth Street, Richmond is architecturally and aesthetically significant (Criteria D & E):

- as an architecturally interesting, notably executed Edwardian residence of high integrity, featuring articulating roof detailing and elements, including rare kangaroo ridge finials.

Grocer's shop (former) & residence (HO384), 102 Elizabeth Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

A two-storey, rendered brick, early Boom-style corner shop with a parapet. There is one bay to each street with a corner splay. This has a round centrepiece with a scallop-shell, acroterion and scroll-brackets over the vermiculated blind first-storey window, with an embossed shield motif. The square parapet balustrading is between piers. All first-storey windows have round

heads and architrave moulds. There is a deep cornice and frieze between corbels at parapet and first floor level, with a string-course mould between first-storey windows. There is a large four-bay extension in Lennox Street, also with round head first-storey windows, but otherwise plain. "Grocer 102 Grocer" is embossed on the frieze (covered over) and most of the timber shop windows survive. The Elizabeth Street shop window is altered. Render is painted. Lacks original door. There are new but related dado tiles.

Statement of Significance

What is significant?

The former grocer's shop and residence at 102 Elizabeth Street, Richmond is significant to the extent of its nineteenth century fabric. It is a Boom-style two-storey rendered brick building with a splayed corner entrance and balustraded parapet. The corner splay has a round centrepiece with a scallop-shell, acroterion and scroll-brackets over the vermiculated blind first-storey window, with an embossed shield motif. The square parapet balustrading is between piers. All first-storey windows have round heads and architrave moulds. There is a deep cornice and frieze between corbels at parapet and first floor level, with a string-course mould between first-storey windows. There is a large four-bay extension in Lennox Street, also with round head first-storey windows, but otherwise plain. "Grocer 102 Grocer" is embossed on the frieze (covered over) and most of the timber shop windows survive..

Non-original alterations and additions are not significant.

How is it significant?

The former grocer's shop and residence at 102 Elizabeth Street, Richmond is architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The former grocer's shop and residence is architecturally and aesthetically significant (Criteria D & E):

- as a representative example two-storey rendered early Boom-style corner shop and residence with characteristic detailing including splayed shopfront entrance and parapet balustrading and pediment, which is notable for retaining most of the original timber shopfronts and an embossed sign that demonstrates its historic use since it was built.

House (HO385), 53 Gardner Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

The Edwardian-era brick house is consistent with the work of H.H. Kemp who designed many houses in this part of Richmond. A tender notice published in 1901 by Ussher & Kemp for the erection of a 'brick cottage in Gardiner Street, Richmond' appears to correspond with 53 Gardner Street (*Building Engineering and Mining Journal* 10 Aug 1901).

Ussher & Kemp, architects

Henry Hardie Kemp, born 1859 in Lancashire, England, arrived in Melbourne in 1886 and was appointed as chief assistant with the architectural firm of Terry & Oakden. Within a year he became a partner in the firm of Oakden, Addison & Kemp and in 1888 he married Charlotte Harvey. The partnership became Oakden & Kemp in 1892 and was associated with the design of some major works for the Working Men's College, Melbourne, and the innovative 12-storey Australian Property & Investment Co. building in Elizabeth Street (Edquist, ADB). After briefly moving to Sydney he returned in 1899 and formed a partnership with Beverley Ussher. According to Edquist, Ussher & Kemp:

... became renowned for their large, picturesque, multi-gabled, red brick suburban villas that were sophisticated elaborations of the eclectic Queen Anne style ... they evolved a distinctive house type and numerous elements such as gables, bays, fenestration, timber bracket details and interior design were often repeated from house to house.

Kemp remained in practice after Ussher's death in 1908 and although he had significant commissions his work became 'less adventurous'. Kemp retired from practice in 1929 and died in 1946 (Edquist).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Australian Dictionary of Biography (ADB), viewed online
<http://adb.anu.edu.au/biography/kemp-henry-hardie-6925> 26 January 2013.

Building Engineering and Mining Journal, 10 Aug 1901, as cited in Miles Lewis' Australian Architectural Index.

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.386

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Edquist, Harriet, 'Kemp, Henry Hardie' in *Encyclopaedia of Australian Architecture*, 2012, p.380

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

Built in the Edwardian-era, this is a Queen Anne red brick house with Medieval character detailing and form, including the jettied half-timbered gable, the crow-step side part wall, and the chunky verandah detail- all consistent with the work of H.H. Kemp who designed many houses in this part of Richmond. An early woven wire fence with a wrought iron gate remains.

Comparative analysis

The Queen Anne brick house at 53 Gardner Street was compared to other houses in Richmond of the same era and style. It was found that the pure form of this style, as practiced for example by architects Ussher and Kemp, is quite rare in the locality, though many Edwardian houses show its influence. Due to the shortage of direct comparative examples, the house was also compared to other brick houses of a similar age and quality.

- 5 George Street (Significant to HO39) – A timber Federation villa with a complex slate hipped roof and terracotta cresting and finials. A diagonal emphasis typical of this style seen in the corner bay window and corner entrance to the return verandah. Arched timber fretwork. In common with 53 Gardener Street, it has a flying gable above a statement bay window (here, a semi-circular (bow) window with roughcast render above and leadlight casement windows). Intact.
- 44 & 46 Highett Street (Significant to HO338) – a red-brick duplex of two asymmetrical houses with simple arched timber verandah fretwork. The casement windows in the projecting gables have multi-coloured panes in the highlights, exhibiting the influence of the Queen Anne Style. Intact.
- 22 Elm Grove (Contributory to HO319) – a single-fronted red brick house with a gabled front, and tiled roof with ridge tiles and finial. Below the simple half-timbering in the gable is a curved bay window with a flat roof. It comprises four leadlight casements (with highlights) on a curved brick based. Façade is intact but there is a visible two-storey addition at the rear.

In comparison, 53 Gardner Street is of comparable architectural quality to 5 George Street. While Significant houses at 44 & 46 Highett Street and Contributory at 22 Elm Grove exhibit some of the features of Queen Anne, the comparative analysis has confirmed that 53 Gardner Street is a very rare type in Richmond of high quality (most likely architect designed). Moreover it is highly intact and retains an early fence.

It is clearly Individually Significant.

Statement of Significance

What is significant?

The house at 53 Gardiner Street, Richmond is significant to the extent of the Edwardian fabric and the early fence. The house appears to have been built c1901 and was probably designed by architects Ussher & Kemp. It is a Queen Anne red brick house with Medieval character detailing and form, including the jettied half-timbered gable, the crow-step side party wall and the chunky verandah detail. The fence is woven wire with a wrought iron gate.

Non-original alterations and additions are not significant.

How is it significant?

The house at 53 Gardiner Street, Richmond is aesthetically significant to Richmond and the City of Yarra.

Why is it significant?

The house at 53 Gardiner Street, Richmond is aesthetically significant (Criterion E):

- as a rare, high quality example of the Queen Anne style in Richmond, which is notable for its distinctive detailing and form and is complemented by an early front fence and gate. It is highly intact and believed to have been designed by prominent architects Ussher & Kemp.

House (HO386), 82 Gardner Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.387

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

An interesting, four-bay, timber, single-storey, Edwardian house, with very unusual massing. It is clad with ashlar pattern board, has a hip-roof and a boundary wing-wall at the right, with a vermiculated corbel block. Beyond this, the roof is set forward at right, as a hip, then further as a long gable. There is a skillion-verandah in the angle of these, at the left, extending across the front, beneath the gable. There is a bay-window in the angle between hips, with a mini-ripple skillion-roof. Chimneys have roughcast-band and render-moulds, with terra-cotta pots. The upper gable is roughcast, timbered and jettied on fretwork brackets. The deep verandah valence is wavy palisade, on tulip fretwork brackets and turned posts. At the front it has a deep dentilated arch; beneath is a rectangular casement bay. The entry door has side and fanlights. Beside is a half-round window, with landscape scene in leadlight.

Statement of Significance

What is significant?

The house at 82 Gardner Street, Richmond is significant to the extent of its Edwardian fabric. It is an interesting, four-bay, timber, single-storey, Edwardian house, with very unusual massing.

It is clad with ashlar pattern board, has a hip-roof and a boundary wing-wall at the right, with a vermiculated corbel block. Beyond this, the roof is set forward at right, as a hip, then further as a long gable. There is a skillion-verandah in the angle of these, at the left, extending across the front, beneath the gable. There is a bay-window in the angle between hips, with a mini-ripple skillion-roof. Chimneys have roughcast-band and render-moulds, with terra-cotta pots. The upper gable is roughcast, timbered and jettied on fretwork brackets. The deep verandah valence is wavy palisade, on tulip fretwork brackets and turned posts. At the front it has a deep dentilated arch; beneath is a rectangular casement bay. The entry door has side and fanlights. Beside is a half-round window, with landscape scene in leadlight.

Non-original alterations and additions are not significant.

How is it significant?

The house at 82 Gardner Street, Richmond is architecturally and aesthetically significant to Richmond and the City of Yarra.

Why is it significant?

The house at 82 Gardner Street, Richmond is architecturally and aesthetically significant (Criteria D & E):

- as an interesting, four-bay, Edwardian timber house with very unusual massing and distinctive verandah detail.

Terrace (HO387), 193-197 Highett Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

Highett Street forms the boundary between two Crown Portions: CP 36 (sold in 1839 to Fred Wigan) and CP 39 (John Muston, 1839). The land surrounding Highett Street was among the first in Richmond to be subdivided. The Green Plan of 1853 shows Highett Street and the grid of streets to the south formed by Thomas, Bridge (now Bosisto), Orphir (now Cameron), Hill (now Hull) and Bank (not named on the map). To the north of Highett Street 'Buckingham Place' is shown, which appears to follow (for part of its length) the present day Bromham Place.

Highett Street was partially developed by 1875. By then there were 7 houses on the north side of Highett Street between Bromham Place and Church Street, while the section on the south side between Thomas and Bridge (Bosisto) streets was almost fully developed. There were a further four houses on the south side between Bridge and Bank streets and four more in the block to Church Street. (SM).

The exact date of the houses at 193-97 Highett Street is not known, but it appears they were built by c.1875 (SM).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.387

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Sands & McDougall Melbourne Directories (SM) – 1875-1900

Description

This is a single-storey, single-fronted Italianate bichromatic brick, hip-roofed terrace of three houses. The tuck-pointed brickwork is red with cream dressings. They have skillion verandahs between wing-walls, with queen's head corbels on scroll brackets. There is a cast-iron palisade fence. The cornice and frieze have timber bracket pairs between end corbels, with lions on scroll brackets. Chimneys have dog-tooth brick decoration. At rear are double-storey wings. The verandah paving tiles and verandah cast-iron lace fringe are recent.

Statement of Significance

What is significant?

The terrace at 193-197 Highett Street, Richmond, is significant to the extent of the nineteenth century fabric. The terrace comprises three single-fronted Italianate houses constructed in bichromatic brick with hip roofs. The tuck-pointed brickwork is red with cream dressings. They have skillion verandahs between wing-walls, with queen's head corbels on scroll brackets. There is a cast-iron palisade fence. The cornice and frieze have timber bracket pairs between end corbels, with lions on scroll brackets. Chimneys have dog-tooth brick decoration. At rear are double-storey wings..

Later additions and alterations are not significant, including the verandah paving tiles and verandah's cast-iron lace.

How is it significant?

The house row at 193-197 Highett Street, Richmond is architecturally and historically significant to the locality of Richmond.

Why is it significant?

The house row at 193-197 Highett Street, Richmond is historically significant (Criterion A):

- as a pre-'boom era' terrace row, which provides tangible evidence of the early development of Highett Street, which is one of the oldest residential areas in Richmond.

The house row at 193-197 Highett Street, Richmond is architecturally significant (Criterion D):

- as characteristic Italianate single-storey, single-fronted polychrome brick terraces, distinguished by the double-storey rear wings.

House (HO388), 247 Highett Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Place history

The site was shown as vacant on the MMBW Detail Plan of 1899-1900 but Melbourne directories list Thomas Rice as occupier around the World War One era (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.388

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Description

This ornate late Edwardian-era double-fronted weatherboard villa has excellent integrity with elaborately carved window architraves and gabled pediment to the verandah. The verandah detail is also distinctive and the facade faced with deeply jointed ashlar pattern boards.

Statement of Significance

What is significant?

The house at 247 Highett Street, Richmond is significant to the extent of its Edwardian fabric. The ornate house, built in the late-Edwardian era, is a double-fronted weatherboard house, clad with deeply jointed ashlar pattern boards to the façade, with elaborately carved architraves and verandah detail.

How is it significant?

The house at 247 Highett Street, Richmond is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The house at 247 Highett Street, Richmond is historically significant (Criterion A):

- for its good representation of the Edwardian era, a key period in Richmond's history.
- The house at 247 Highett Street, Richmond is aesthetically significant (Criterion E):
- for the high state of preservation and ornate detailing.

Mornington (HO389), 361 Highett Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

This house, built during the late Victorian 'boom' era, has the stylistic characteristics of the work of noted local architect, J.A.B. Koch (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.389

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

This is a double-fronted, single-storey, symmetrical Boom-era terrace, with very refined Neo-classical details, set back, with a rendered front and parapet. There is a blind square balustraded parapet, between five piers, which have fine, incised foliate decoration, capped

with vermiculated gablets. The round centrepiece is finely moulded and decorated with an incised frieze, foliate scrolls and the name incised in copperplate. There is a dentilated cornice and frieze, with two cast-iron vents, between round foliate corbels, with vermiculated roundels. Wing-wall round corbels have a scallop-shell motif, set over a foliate panel, and supported by a Jacobean bracket. The verandah has a central gable facing, with lozenge decoration over a fretwork fringe, supported on elaborate fretwork scroll brackets. The transom-rail and fascia have chevron decoration, with a Greek key pattern cast-iron lace valence and brackets. Windows have architrave moulds, with vermiculated soffit panels. The entry has side and toplights. The timber verandah posts are set on plinths. There are Classical mould chimneys in unpainted render, with dividers. In the 1990s, the verandah posts lacked capitals; the verandah floor has been concreted.

Statement of Significance

What is significant?

The house at 361 Highett Street, Richmond is significant to the extent of its Victorian fabric. This is a double-fronted, single-storey, symmetrical Boom-era terrace, with very refined Neo-classical details, set back, with a rendered front and parapet. There is a blind square balustraded parapet, between five piers, which have fine, incised foliate decoration, capped with vermiculated gablets. The round centrepiece is finely moulded and decorated with an incised frieze, foliate scrolls and the name incised in copperplate. There is a dentilated cornice and frieze, with two cast-iron vents, between round foliate corbels, with vermiculated roundels. Wing-wall round corbels have a scallop-shell motif, set over a foliate panel, and supported by a Jacobean bracket. The verandah has a central gable facing, with lozenge decoration over a fretwork fringe, supported on elaborate fretwork scroll brackets. The transom-rail and fascia have chevron decoration, with a Greek key pattern cast-iron lace valence and brackets. Windows have architrave moulds, with vermiculated soffit panels. The entry has side and toplights. The timber verandah posts are set on plinths. There are Classical mould chimneys in unpainted render, with dividers.

Non-original alterations and additions are not significant.

How is it significant?

The house at 361 Highett Street, Richmond is aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The house at 361 Highett Street, Richmond is aesthetically significant (Criterion E):

- as a symmetrical, double-fronted terrace house with very refined and unusual Neo-classical details and shares this detailing with houses created by the noted architect J.A.B. Koch.

Walters' house, warehouse and stables complex (HO390), 27-29 Hoddle Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Place history

Horatio John Clarke of Richmond owned this allotment by 1881: John Cameron, Tom Hill, and Jessie Watson of Baker Street Richmond, were later owners (Butler, 2009).

Richard William Walters was the owner of this property in 1894 when he was listed as occupying a timber house of 4 rooms: by 1901-2 the house had an extra room and a 'store and stables' had been added with an annual valuation of £50. When the property was connected to the MMBW sewer in 1903, it held a one-storey Victorian-era house, set back from the street at 27, with a rear service wing equipped with a bath and sink, and a 'two-storey' building at 29 (no set back) with a large rear stable block at the south-east corner of the site (as existing) with a paved floor (stone or brick). Another disused stable was in the yard of the two-storey building. A further note on the MMBW plan is dated 1908 as a later date for further works: new building (brick) erected. A 'House & storerooms' was added to the property rate description in place of the timber house in 1912. To achieve all of this Walters mortgaged the property to Thomas Leach (Butler, 2009).

Richard W. Walters was the son of Alfred and Elizabeth (nee Coppin): he was born in c1855 and died at Richmond 14 August 1927, aged 72. Elizabeth was presumably linked with the

famous Coppin family of Richmond and Cremorne. Richard married Josephine Vandersluys. Richard Alfred Walters was their son and had been a clerk in the company: he carried on the business until his death in 1954, aged 67. It was Richard junior who modernised the rear of the house in 1935. Hugh Kemp of 140 Gipps Street, Abbotsford, who was also a carrier, aided in the business transition (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp. 353-357

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

House, 27 Hoddle Street

This unusual two-storey, red brick Edwardian residential building has a corrugated iron clad gambrel roof, with the gablet set well back and the main hipped roof extended between boundary wing-walls. All windows (except first storey centre) have triple casement frames with highlights, segmental arched heads and moulded brick cills. Brickwork is dyed red, with brick paint. The first-storey facade is set out in three-bays and is symmetrical: side bays have rectangular oriel windows with gablet roofs, supported on triple brick corbels. At ground-level, the first bay has a ripple iron clad skillion hood supported on timber brackets. The other ground level facade bays are set back behind an arcaded porch. The porch arches are Florentine in style, with round heads inscribed by voussoirs in the form of a Gothic relieving arch. The verandah is paved with diamond pattern quarry tiles and the path also. The entry has side and toplights. On the left side there was once (1980s-90s) a ripple-iron fence and an old sign "Storage, Town & Country Removals. JA3676" over an earlier sign.

Warehouse and stables, 29 Hoddle Street

Like the adjoining house at 27 Hoddle St, this parapeted and rendered factory/warehouse has a gambrel form corrugated iron clad roof, with the gablet set well back and clad with weatherboard. The parapet has a central segmental arch and a dentilated cornice set between corbels that hang out over the footpath. The only opening is a central segmentally arched door with multi-pane glazing to the toplight and ledged and braced double timber doors below. The side parapets step up to follow the roofline with vermiculated end panels at the top level.

At the rear of both warehouse at 29 and residence at 27 there is a large stable and store in the form of red brick wings, with a large segmental arched carriage or wagon entry in the south bay and a pedestrian doorway in the north. The southern stable bay has loft doors and cathead beams over each. The sign 'R Walters Motor Vans for Hire' and 'R Walters Carrier Furniture Stores' are fading on the upper level: this sign has been recorded by the 'Our Fading Past' website.

Statement of Significance

What is significant?

The Walters' complex (house, warehouse and stable) at 27-29 Hoddle Street, Richmond is significant to the extent of the pre-1912 buildings.

Built for Richard Walters in stages, the two-storey Edwardian red brick house at No. 27 has a pair of rectangular oriel windows on the first floor and recessed arcaded porch below. No. 29 is a warehouse (rendered) with a parapet and central double-door entrance. A red brick stable and store room are located to the rear, fronting Little Hoddle Street.

Non-original alterations and additions to the buildings are not significant.

How is it significant?

The Walters' complex (house, warehouse and stable) at 27-29 Hoddle Street, Richmond is historically and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The Walters' complex at 27-29 Hoddle St, Richmond is architecturally and aesthetically significant (Criteria D & E):

- for the skilful architectural design of the well-preserved house facade, with its unusual massing and detailing.
- for the distinctive details of the warehouse facade, suggesting an architect design for what is otherwise typically austere architectural treatment elsewhere in Richmond.

The Walters' complex at 27-29 Hoddle St, Richmond is historically significant (Criterion A):

- as, in part, a highly preserved residence that, by its attachment to the adjoining warehouse, illustrates well the typical juxta-positioning of business and residential uses before land-use planning and the deliberate separation of incompatible uses.
- as, in part, a well preserved warehouse and stables buildings that, by its siting near Hoddle and Victoria Streets, expresses well the transport and storage business carried on by the Walters family.

Relova Redressing Laundry (Former) (HO391), 129 Hoddle Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Richmond had become a centre of manufacturing by the 1930s and the Council designated three areas for industry: in the Yarraberg area, east of Burnley Street between Victoria Street and Bridge Road; from Swan Street to the Yarra River south of Richmond and East Richmond stations; and between Victoria and Highett streets, west of Lennox Street (*The Argus*, 21 July 1939, p.7). In the Yarraberg area 'Doonside', the mansion of prominent identity David Mitchell, was demolished in 1931 to make way for factories for firms such as Repco and Jex Steel Wool (*The Argus*, 9 January 1931, p.5; 20 January 1938, p.6).

Place history

The Relova Redressing Laundry was erected in 1937 to the design of Modernist architect, Walter Mason (Butler, 2009, SM).

Walter Mason

Walter Mason, who trained with the noted architect, Harold Desbrowe Annear, has been described as 'one of the unheralded Melbourne architects of the mid-twentieth century. His practice comprised houses, flats and commercial projects. The Relova Laundry has been

described as a 'major landmark of his career', and is his only known commission within Richmond (Lewis & Aitken, 1992).

It was converted to flats in the early 2000s.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Nigel Lewis Richard Aitken PL et al, *City of Malvern heritage Study. Appendix 1: Architects of Malvern*, 1992 p.68

Sands & McDougall Directory (SM) 1935-38

Description

The design was in streamlined Moderne form, with one of the major elements of the building being boldly expressed as the rooftop tank in a large drum shape. The rest of the design stresses horizontality with its long cemented spandrels, relieved by tapestry brick blends, metal framed window strips and street side planter box. The rest of the building was more prosaic.

It has been turned into apartments. This has involved the removal of ground-floor window glazing (as this level is now used as a garage). The entry and staircase glazing has also been replaced with contemporary doors and glazing.

Statement of Significance

What is significant?

The former Relova Redressing Laundry at 129 Hoddle Street, Richmond is significant to the extent of the 1937 fabric. It was designed by architect Walter Mason in the streamlined Moderne style. It has a rooftop tank in a large drum shape, while the rest of the design stresses horizontality with its long cemented spandrels, relieved by tapestry brick blends, metal framed window strips and street side planter box..

Non-original alterations and additions to the building are not significant.

How is it significant?

The former Relova Redressing Laundry at 129 Hoddle Street, Richmond is architecturally aesthetically significant to Richmond and the City of Yarra.

Why is it significant?

The former Relova Redressing Laundry is architecturally and aesthetically significant (Criteria E & H):

- as a distinctive building type (industrial laundry) where the function of the building is used as a bold architectural expression. The scale and form of the building with its prominent tower element is a landmark along Hoddle Street.
- as one of the best works by the architect Walter Mason in his favoured Moderne style.

House (HO392), 139 Hoddle Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

The house at 139 Hoddle Street was constructed over a period of time in the mid and late 19th century. It is situated at the centre of a small complex of residential buildings which were under single ownership until 1922. The other parts of this complex comprise 137 Hoddle Street, 1 Jika Place and 1A Jika Place, and they will be addressed as part of the broader history of number 139.

The complex is sited at the north-east corner of Hoddle Street and Jika Place (formerly part of Highett Street). It was originally part of the 28-acre Crown Allotment 38, Parish of Jika Jika, sold to RW Wrede on 5 April 1842.

A small house is shown on the site in the 1855 Plan of Richmond, which corresponds to the central brick wing of number 139 with an M-hip roof (a low hip roof with an internal valley) plus a smaller brick and weatherboard wing to the rear (east)(Hodgkinson, 1857). The first Town of Richmond Rate Book, of 1857, records a four-room brick house on this site, owned by merchant and politician Theodotus J. Sumner, and occupied by William Muir (RB, No 2231)

Sumner was still the owner of the property in 1860, and the house had been extended to 6 rooms plus stables (RB, No 2326). The house was enlarged again between 1864 and 1870 to a total of 9 rooms of brick and wood (the timber section is presumably the single timber room seen on the 1855 plan) (RB 1864/5, North Ward, No. 58; 1870, North Ward, No. 63). This c1865-70 extension corresponds with the hip-roof wing which now comprises the front of number 139.

In 1888 George Kennerley purchased the property comprising what is now 137-139 Hoddle Street, 1-1A Jika Place and the Relova Laundry site to the north (then vacant land). He and his wife, Kate Agnes, held it until 1906 (LV: V1997 F 365). The house (No. 139) remained a rental property, with Frederick Pohlman the occupant from 1893 to 1905 (Peterson, 1984; RB 1904/5, North Ward, No 140).

Frederick Roper Pohlman arrived at Port Phillip in 1840, with his older brother, Robert Williams Pohlman. Both brothers were prominent in the affairs of Victoria and Richmond. Robert became a leading judge, in the County Court and Supreme Court. Robert's home was on Punt Road on the corner of Rowena Parade at the time of his death in 1877.

The brothers established the Glenhope Stations near Kyneton in 1841. Frederick was the full owner from 1851 to 1857. In 1856 Frederick was appointed to the Kyneton magisterial bench, and became warden of the goldfields in 1859. From 1860 to 1866 he was the police magistrate at Maryborough, and then moved to Rutherglen (Mellor).

By the time Frederick was living at 139 Hoddle Street, he would have been retired and quite elderly (Ancestry.com puts his birth date at 1812, so he would have been in his 80s when he moved in). It was his home until his death on 27 April 1905 (*Argus*, 28/04/1905, p 1).

Shortly after Frederick Pohlman's death, in 1906 the property was sold to Henry B Pensom, who rented it to his relative Abraham Pensom. The population of the house jumped from 4 people under Pohlman's occupancy to 8 (LV: V3113 F 544; RB, 1910/11, North Ward, No 162).

It is possible that this jump in occupancy indicates an enlargement of the living quarters, financed by mortgages drawn by Pensom in 1906 and 1910, though the four separate tenancies are first recorded explicitly in 1915 (RB, North Ward, Nos 135, 188-190). In this year a four-room brick house is listed at 137 Hoddle Street, occupied by Andrew Cook, the Station Master. A four-room brick house is also recorded at the east end of the property at 1 Highett Street (now 1A Jika Place). And the rear wing of 139 Hoddle Street has become a separate tenancy ('rear', now 1 Jika Place) of four brick rooms – it is likely that the rear wing of number 139 was extended to the Jika Place frontage as part of these works.

The Pensoms sold the entire property to Lewis Edward Elliot in 1921, who proceeded to subdivide and sell it off in 1922 (LV: V3113 F544). 137 Hoddle Street was sold to Rosa Frances Berkeley, 1 & 1A Jika Place to Frederick William Jeffery, and 139 Hoddle Street (in its present extent) to Alice Jane Colpoys.

The two-storey wing of 1 Jika Place was constructed not long after the subdivision, 1930 (Casey Services).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Argus (Melbourne), as cited.

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.390

Casey Services, Plan of Drainage No 132776, 16/01/1930.

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Hodgkinson, Clement (1857) *Municipality of Richmond. Shewing [sic] the Buildings and Other Improvements in Existence at the Completion of the Survey in 1855; Also the Footways as marked out in accordance with the 12th Clause of the Act of Council, 18th Victoria No. 14*. Held at Richmond Town Hall.

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

LV: Land Victoria Certificates of Title, as cited.

Mellor, Suzanne G. 'Pohlman, Robert Williams (1811–1877)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <http://adb.anu.edu.au/biography/pohlman-robert-williams-4407/text7189>, accessed 14 January 2013.

Peterson, Richard (1984) *Richmond Conservation Study*.

RB: Richmond Rate Books, as cited (held at Public Records Office of Victoria, VPRS 9990/P1).

Description

This is a double-fronted early Victorian-era villa, set out in bays, with a slated simply hipped roof, in front of an earlier brick wing, with an M-hip roof. It has a deep concave shaped front verandah.

Statement of Significance

What is significant?

The house at 139 Hoddle Street Richmond is significant. It was built in stages in the mid and late 19th century, and is part of a complex that also includes 137 Hoddle Street, 1 Jika Place and 1A Jika Place. The original portion of the house at No. 139 (the wing with the M-hip roof and smaller brick and weatherboard wing to the rear) dates to pre-1855 and was originally built for merchant and politician Theodotus J. Sumner. The extended house was divided into four separate tenancies by 1915, which were individually subdivided in 1922.

No. 139 is a double-fronted early Victorian-era villa, set out in bays, with a slated simply hipped roof, in front of an earlier brick wing, with an M-hip roof. It has a deep concave shaped front verandah.

Post-World War Two alterations and additions to the buildings are not significant.

How is it significant?

The house at 139 Hoddle Street Richmond is historically significant to the locality of Richmond.

Why is it significant?

The house at 139 Hoddle Street Richmond is historically significant (Criterion A):

- as one of the earliest surviving villas in Richmond and an indicator of when Hoddle Street was a more desirable address than today.

House (HO393), 9 Hull Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The house at 9 Hull Street was built prior to 1897 as it is shown on the MMBW Detail plan prepared in that year (MMBW).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.390

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Nigel Lewis Richard Aitken PL et al, *City of Malvern heritage Study. Appendix 1: Architects of Malvern*, 1992 p.68

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.1054 dated 1897

Description

A double-storey Italianate polychromatic brick detached terrace with a slate hip-roof, set back behind a garden at front and right. Brickwork is tuck-pointed, deep brown with cream and red bands at the dado and window head. The hipped verandah terminates at the left-wing wall. It has cast-iron posts, valence over a timber rail and brackets, with first-storey balustrade and brackets. There are window pairs and entry panelled door, side and fanlights. The chimney has a Classical render moulding.

Statement of Significance

What is significant?

The house at 9 Hull Street, Richmond is significant. A double-storey Italianate polychromatic brick detached terrace with a slate hip-roof, set back behind a garden at front and right. Brickwork is tuck-pointed, deep brown with cream and red bands at the dado and window head. The hipped verandah terminates at the left-wing wall. It has cast-iron posts, valence over a timber rail and brackets, with first-storey balustrade and brackets. There are window pairs and entry panelled door, side and fanlights. The chimney has a Classical render moulding.

Non-original alterations and additions to the building are not significant.

How is it significant?

The house at 9 Hull Street, Richmond is architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The house at 9 Hull Street, Richmond is architecturally and aesthetically significant (Criterion D & E):

- as a well-preserved double-storey Italianate style polychromatic brick terrace house that is dominant among the surrounding single storey houses and has ornate iron verandah detailing.
- as an uncommon form for the area, being hipped roof with an attached two-level verandah.

Attached houses (HO394), 35-37 Kent Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

Merchant, Alfred Hudson, was rated as the owner of this property from 1887 when improvements were carried out in the form of a brick house of 5 rooms with an annual valuation of £28, replacing a timber house with annual valuation of £14. He had purchased three allotments (109, 110, 111), each with a 30 feet frontage, from Henry Taylor's estate for £750 in 1887 and mortgaged them to the Victorian Mutual Building Society. He had also purchased part of the adjoining allotment 112 from Mary Ann Garbutt.

Hudson of Little Buckingham Street, Richmond, wine & spirit merchant, was the first official proprietor under Torrens from 1898, with tenants including Arthur Dunkinson, labourer; Alex Geddes, Bricklayer; Francis Mulder; Ann Geldon, widow; and Ann Dilton, another widow. Hudson was followed as owner by Mary Elizabeth White of 66 Riversdale Road, Hawthorn (widow of George White) in 1911 who leased the house to persons such as Edmund Davidson, tramway employee. The next owner was Alfred McNaughton of Willansby Avenue Brighton, builder from 1923.

Other owners included: Mervyn Herbert Jackson of Thompson Road, Carrum farmer; Elizabeth Georgina Jackson of State Street, Malvern; Lionel Herbert Bautre Webb of 80 Church Street,

Brighton accountant; Ada Emily Woodside of 25 Macartney Street, Kew in the 1930s; owner-occupier Frederick Gordon Brown of 35 Kent Street, Richmond labourer in the 1950s; Evenbern Nominees Pty. Ltd. of 37 Queen Street Melbourne; and joint owners, Samuel Bryan & Benjamin Peter Crimmins of 2 Kinkora Rd., Hawthorn in 1996.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp.359-61

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

This double-storey, rendered terrace pair has a plain parapet, with Classical cornice mould and a shallow central pedimented raised entablature, which conceals a hipped main roof. There is no dividing party wall in the roof, just a central chimney group. The upper level corners have heavy quoins.

There is an elegant concave form verandah at first-floor level with cast-iron valence and brackets at first and ground levels. The first-storey posts are turned in an Edwardian manner with plain timber slatted balustrading. The first-storey window openings are arched with architrave-moulds, which is uncommon, while the ground level two-over-two double-hung sash windows have moulded cement architraves but are rectangular. The windows sashes at No 35 appear to be reproductions. The doors also have moulded cement architraves, which is also uncommon. The doors are four-panel with plain toplights. The upper level windows have been altered since the 1990s.

The verandah dividing walls at ground level have heavy vermiculated corbelled blocks set on scrolled brackets. At the first floor level, the verandahs are divided by a timber panel.

There is a simple spearhead double palisade wrought and cast iron fence at No. 35, and a sympathetic reproduction at No 37. The fence stone plinth is shown on the MMBW Detail Plan. The verandahs were paved with a diaper pattern of grey and white stone tiles, but these have been replaced by modern white tiles at No. 35 and are reportedly modern white and black ceramic tiles at No. 37 (this could not be confirmed as the floor was covered with plywood in Dec. 2012).

Statement of Significance

What is significant?

The house pair at 35-37 Kent Street, Richmond is significant to the extent of the nineteenth century fabric. Built in 1887 for owner Alfred Hudson, the pair of double-storey terraced houses are rendered, with a plain parapet and Classical cornice mould and a shallow central pedimented raised entablature, which conceals a hipped main roof. The upper levels have heavy quoins at the corners. There is an elegant concave verandah with cast-iron valence at first-floor level, and brackets at first and ground levels. The first-storey window openings are arched with architrave-moulds, and the doors also have moulded cement architraves, all of which is uncommon. There is a simple spearhead double palisade wrought and cast iron fence at No. 35.

Non-original alterations and additions to the houses, including the sympathetic reproduction fence at no.37 are not significant.

How is it significant?

The house pair at 35-37 Kent Street, Richmond is architecturally and aesthetically significant to

the locality of Richmond and the City of Yarra.

Why is it significant?

The house pair at 35-37 Kent St, Richmond is architecturally and aesthetically significant (Criteria D & E):

- as a characteristic pair of late Victorian era terrace house, which are notable for the distinctive including the arched upper level window openings, the iron fence to No. 35 and restrained cement mouldings.

William North house (later Navarre) (HO395), 59 Kent Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

William North, later described as a composer, was the first owner-occupier of a two room stone and timber house on this site in 1864, with an annual valuation of £13. North had purchased his allotment from Thomas Hazelton Black in 1855 for £45, the lot (118) being part of a general subdivision of the area by John Huggins.

Previously North and family lived in what was described in the City of Richmond rate books as a timber house of 2 rooms on this site with an annual valuation (£7) of almost half of the property described in 1864. By 1865 the rate description 'House 3 rms. St & wood unfinished' indicated that the house was not yet complete with an eventual four rooms being listed by 1870, with an annual valuation of £12. However, as far back as 1857, North was listed in rate records as the owner-occupier of a 2 room stone house on this site with an annual valuation of £10 but in the following year, 1858, this was contradicted by the rate book description, 'wood house and 2 rooms', with the same annual valuation. This anomaly continued into the 1860s. It

is possible that each of today's two roof bays was built separately, the first by 1857 and the last in 1864-5.

The use of rubble bluestone walling to the street would typically indicate a date prior to the 1860s when stone would either be more likely to be dressed or stuccoed over.

The MMBW Detail Plan of 1898 shows the house as existing with a rear verandah and adjoining bathroom, a trellised shade house on the west, and a largely vacant rear yard that is noted as bricked close to the rear of the house with a brick pathway running diagonally to the rear lane pan closet (Lt Buckingham) St. William North died 19 August 1900 with his widow, Marian North and daughter, Emily North, spinster, left in his place. They lived there in the Edwardian-era until Catherine Mears purchased the house in 1908 but defaulted in her financing meaning a sale to Katie Aarons who resold to Julia Donovan in 1922. Later owners included Charles Copeland (died 1955), Elizabeth Armstrong, Joyce Anderson and the Falcones in 1965.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 pp.363-65

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plans nos. 1051 and parts of 1045 & 1046 dated 1898

Description

This symmetrically composed, double-fronted, rubble bluestone cottage is set close to the street. The main roof is simply hipped in two bays, one behind the other, and the hipped verandah roof has a distinctive concave profile. The timber framed double-hung sash windows are set either side of the four-panel front door. The immediate built context is unrelated to the house.

Statement of Significance

What is significant?

The William North house (later 'Navarre') at 59 Kent Street, Richmond, was built for William North, between c1857 and 1870. It is significant to the nineteenth century fabric. This symmetrically composed, double-fronted, rubble bluestone cottage is set close to the street. The main roof is simply hipped in two bays, one behind the other, and the hipped verandah roof has a distinctive concave profile. The timber framed double-hung sash windows are set either side of the four-panel front door.

Alterations and additions made to the house in the twentieth century are not significant.

How is it significant?

The William North house (later 'Navarre') at 59 Kent Street, Richmond is historically and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The William North house (later 'Navarre') is aesthetically significant (Criteria E & B):

- as one of the small number of rubble basalt houses in the area.

The William North house (later 'Navarre') is historically significant (Criterion A):

- for its potentially early date of pre-1857 where sequential construction is clearly shown in its roof form.

All Nations Hotel (HO396), 64 Lennox Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The All Nations Hotel was built in 1870. It was 103 York Street (cnr Separation Street). It was built over 1869-70 and first licensed in August 1870. The first licensee was Anton Schultz from 27.8.1870, for a building with two sitting rooms and two bedrooms, followed by James Ingham (1872-73). Thomas Connell auctioned the hotel, furniture and effects, billiard table, etc. Subsequent licensees were: M. Welsh (1875-76), Edward Barker (1877-78), George A. Atkinson (1879), James Stevens (1880) or Joseph Mittern (1881) and Michael J. Cream (1882) (Butler, 2009).

It was auctioned in November 1882, when it was described as having a bar, bar parlour, billiard room, five bedrooms upstairs and four timber rooms and three other outbuilding rooms, with stables and outhouses (Butler, 2009).

Later licensees were: C.J. White (1883), J.B. Brown (1884), Mrs Agnes Hyde (1885-86), John Bellamy (1887), Edward Foote (1888), Mrs Mary A. Kelly (1889), Martin Baron (1891) and Mrs May Welsh (1895). By 1898 there was a "Boxing Hall" adjoining at no.62. It was altered in April 1940 and again in January 1954 by architects Oakley and Parkes of Bourke Street (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

This is a two-storied corner Renaissance Revival hotel of five bays to York Street and four to Lennox, with a receding corner splay, rendered, with a parapet. There is a cornice and frieze with a corner round-headed centrepiece, with acroterion and scroll brackets over a blind window. There is cornice and frieze at first-floor level also, with six nineteenth century ventilators and keystone over entry. Windows have architrave moulds with foliated cill brackets and corner windows are shop windows.

Pre-1945 alterations include the western bay to York Street, the ceramic tiles below dado level, and leadlight windows in the ground floor windows facing York Street.

Comparative analysis

Early hotels, substantially un-renovated for fifty years, are becoming very rare in Melbourne. Hotels that continue to operate as local community facilities without additional components (e.g., restaurants, nightclubs, etc.) are rare.

Statement of Significance

What is significant?

The All Nations Hotel, as built for Anton Schultz in 1869-70 and the additions made prior to 1945, at 64 Lennox Street, Richmond is significant. This is a two-storied corner Renaissance Revival hotel of five bays to York Street and four to Lennox, with a receding corner splay, rendered, with a parapet. There is a cornice and frieze with a corner round-headed centrepiece, with acroterion and scroll brackets over a blind window. There is cornice and frieze at first-floor level also, with six nineteenth century ventilators and keystone over entry. Windows have architrave moulds with foliated cill brackets and corner windows are shop windows. There are ceramic tiles below dado, and leadlight windows in the ground floor window facing York Street.

Alterations and additions made to the hotel after 1945 are not significant

How is it significant?

The All Nations Hotel at 64 Lennox Street, Richmond is architecturally, historically and socially significant to Richmond.

Why is it significant?

The All Nations Hotel is historically and socially significant (Criteria A & G):

- as an early hotel in this area, which has operated continuously since 1870 as a local corner pub.

The All Nations Hotel is architecturally significant (Criterion D):

- as well-preserved Renaissance Revival hotel, which has typical form and detailing.

Mahony's shop and residence (HO397), 66 Lennox Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

Lennox Street was formerly Separation Street. This site was vacant on the 1898 MMBW plan 1048. The shop, dwelling and stable was constructed in 1905 by James Edmond for James Mahoney (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.392

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.1048 dated 1898

Description

A two-storey, red brick corner shop with unpainted render dressings, with a parapet. First-storey brickwork is dyed red, ground-storey is tuck-pointed. There are two bays to each street with a corner splay. The parapet has double reverse ogee undulations between piers and the right York Street bay steps down with a cavetto, as the cornice terminates. Over the splay is an open pediment. There is a deep cornice and frieze mould, below which rendered piers are supported on Corinthian pilasters, which finally terminate as Jacobean corbels. Windows have aprons. There is a rare surviving metal convex cantilever canopy around the corner bays and two intact timber shop windows beneath, with perforated cast-iron soffit panels. The shop

interior is largely intact, including ceiling board lining, fireplace, etc. At the rear, are detached brick stables with loft and gantry.

The street canopy needs careful repair. The corner splay has aluminium shop-front, with painted brickwork under the canopy. The York Street light court has infill.

Statement of Significance

What is significant?

Mahony's shop, residence and stables at 66 Lennox Street, Richmond is significant to the extent of its 1905 fabric. Built for James Mahone in 1905, the shop and dwelling is a two-storey red brick corner shop. It has a parapet with double reverse ogee undulations between the piers; the York Street bay steps down with a cavetto, as the cornice terminates. There is an open pediment on the corner splay. A deep cornice and frieze mould, is above rendered piers which are supported on Corinthian pilasters, which terminate as Jacobean corbels. There is a rare surviving metal convex cantilever canopy around the corner bays and two intact timber shop windows beneath, with perforated cast-iron soffit panels. The detached brick stable was also built in 1905 with a loft and gantry, and is significant.

Non-original alterations and additions to the buildings are not significant.

How is it significant?

Mahony's shop, residence and stables at 66 Lennox Street, Richmond is aesthetically and historically significant to Richmond and the City of Yarra.

Why is it significant?

Mahony's shop, residence and stables is historically significant (Criterion A):

- as a characteristic shop, residence that is notable for retaining the original stables, which demonstrates how deliveries were made to local residents by horse-drawn vehicles in the pre-World War II era.

Mahony's shop, residence and stables is aesthetically significant (Criterion E):

- as a fine, two-storey, early Edwardian corner red brick shop with unusual decoration, some residual Boom style characteristics and a Jacobean influence. It includes surviving shop front, and a rare early cantilevered verandah and is complemented by the original stables.

House (HO398), 28 Murphy Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

A three-bay, late Edwardian timber cottage, transitional to Bungalow, with a gambrel-roof facing and a wing-wall at right, with vermiculated corbels. A low-pitch gable centre, with roughcast upper section, projects on round fretwork brackets, with decorative barges and a canted bay under. This has a rectangular ventilator, notched shingle-pattern weatherboards, splayed over the casements. There is a good leadlight keyhole oculus at right. The porch is in the left angle, under the extended gable. It has a Chinese paling valence on haunch fretwork brackets and turned post. At left is a small segmental-head window. There is a brick corbelled chimney with terra-cotta pot.

Statement of Significance

What is significant?

The cottage at 28 Murphy Street, Richmond is significant to the extent of its Edwardian fabric. Built in the late-Edwardian era, it is a three-bay cottage that is transitional to the Bungalow style, with a gambrel-roof facing. A low-pitch gable centre, with roughcast upper section,

projects on round fretwork brackets, with decorative barges and a canted bay underneath. A porch is in the left angle, under the extended gable.

Non-original alterations and additions are not significant.

How is it significant?

The cottage at 28 Murphy Street, Richmond is aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The cottage at 28 Murphy Street, Richmond is aesthetically significant (Criterion E):

- as an interesting, three-bay, late Edwardian timber cottage, transitional to the Bungalow style, with distinctive timber detailing and glazing.

Cottages (HO399), 2-4 Regent Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The development of Regent Street began in the 1860s. In the early 1860s it was listed as being off Victoria Street, but there are no people listed as residing in the street until 1865 when it appears that four people are listed (SM). The first separate listings for Regent Street are in 1868, when six people (four on the west side and two on the east) are listed in Regent Street between Victoria and Elizabeth Street (SM).

These two houses are first listed in 1869, when they were occupied by Mrs Warry (No.2) and Thomas Hennessey (SM). The Warry and Hennessey families were long-term occupants, and the Warry family eventually became owners of No.2 in 1888, while No.4 was transferred to Elizabeth Smith (LV). Arthur Warry and Elizabeth Smith were still in residence in 1901 (SM).

The houses are shown on the 1899 Melbourne and Metropolitan Board of Works Plan No.1041, when Regent Street was almost fully developed.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Land Victoria (LV), Certificate of Title V.2063 F.535

Melbourne and Metropolitan Board of Works Plan No.1041, dated 1899

Sands & McDougall Melbourne Directories (SM) – 1860-1911

Description

They are two attached Gothic Revival style timber cottages with bead or chamfer-edge weatherboard cladding, verandahs onto the street and carved gable valences. The houses adopt an early form.

Comparative analysis

The duplex, or pair of gable-fronted timber cottages, at 2-4 Regent Street was compared with other timber houses of this form in Richmond, particularly those of the 1860s.

- 4 & 6 Sherwood Street (Individually Significant to HO332D) – a pair of freestanding Gothic Revival gable-fronted timber cottages (dated c1850-70) with decorative pierced bargeboards, concave verandahs and central corbelled chimneys.
- 26 Clifton Street (Individually Significant to HO332D) – an 1850s Gothic Revival timber cottage with two gable-fronted sections to the façade, one gable retains decorative pierced bargeboard, unusual bay window.
- 2 Burgess Street (Individually Significant to HO308) – a Gothic Revival timber cottage of c1860-80. Gable-fronted with very decorative pierced bargeboard and trefoil gable vent. Convex verandah roof.

The duplex at 2-4 Regent Street compares most closely to the pair of houses at 4 & 6 Sherwood Street, with a similar level of ornamentation and intactness. On this basis it is believed to meet the threshold of local significance.

Statement of Significance

What is significant?

The house pair at 2-4 Regent Street, Richmond is significant to the extent of the nineteenth century fabric. Built in 1868-9, the two houses are attached Gothic Revival style cottages with bead or chamfer-edge weatherboard cladding, verandahs onto the street and carved gable valences.

Twentieth century alterations and additions to the houses are not significant.

How is it significant?

The house pair at 2-4 Regent Street, Richmond is aesthetically and historically significant to Richmond and the City of Yarra.

Why is it significant?

The house pair at 2-4 Regent Street, Richmond is historically significant (Criterion A & B):

- for their early date of construction. While there are numerous nineteenth century houses in Richmond few examples from before 1870 survive.

The house pair at 2-4 Regent Street, Richmond is aesthetically significant (Criterion E):

- for their distinctive early detailing and ornamentation, style, siting and cladding type.

Terrace houses (HO400), 10, 10A, 12 & 14 Regent Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.398

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

This is a well-preserved red brick row of Edwardian-era houses with uncommon parapet frieze and form, distinctive arched porches in the Romanesque manner and which evidently were custom designed.

Statement of Significance

What is significant?

The terrace houses at 10, 10A, 12 & 14 Regent Street, Richmond is significant to the extent of the Edwardian fabric. The four houses each have an uncommon parapet frieze and form, and distinctive arched porches in the Romanesque manner. The arched porches appear to have been custom designed.

Non-original alterations and additions to the houses are not significant.

How is it significant?

The terrace at 10, 10A, 12 & 14 Regent Street, Richmond is aesthetically and historically significant to Richmond and the City of Yarra.

Why is it significant?

The terrace at 10, 10A, 12 & 14 Regent Street, Richmond is aesthetically significant (Criterion E):

- for the distinctive form and detailing and high integrity.

Russell Bros. Tannery (Former) (HO401), 28-34 Rooney Street & 20-24 Rose Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Place history

This three level red brick former tannery building was first listed on this site in 1906. The Russell Brothers had run the Burnley Tannery for many years before that, located on the east side of Rooney Street on the Rose Street corner. This was the centre of noxious trades in Richmond as promoted by the banning of river bank fellmongering closer to Melbourne town, leaving Richmond as a likely site for this type of industry (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.399

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

The former Russell Bros. tannery at 28-34 Rooney Street and 20-24 Rose Street, Richmond, is a prominent, three-storey corner factory building of red brick with a gabled roof. Its main architectural feature is a parapeted gable to Rooney Street with corbelling to the ends. Broad, flat brick stringcourses divide off each storey on the façade and minor elevations.

Ground floor windows have unpainted bluestone sills and segmentally arched lintels, while those to the upper levels have simple brick sills and brick flat arches as lintels. The windows at ground and first floor are two-over two double-hung sashes, which retain heavy iron bars at the ground floor. The second-storey windows are fixed four-pane sashes to the façade (Rooney Street) and six-over-one hoppers elsewhere.

The building has recently been converted to flats. The façade and eastern half of the Rose Street elevation have been left untouched, while clearly modern entries, stairwell-windows and balconies have been added elsewhere. The most extensive changes have been made to the south elevation, which faces the internal car park.

Statement of Significance

What is significant?

The former Russell Bros. tannery at 28-34 Rooney Street and 20-24 Rose Street, Richmond is significant. Built in 1906, it is a three-storey factory building of red brick with a gabled roof. Its main architectural feature is a parapeted gable to Rooney Street with corbelling to the ends. Broad, flat brick stringcourses divide off each storey on the façade and minor elevations. The building has recently been converted to flats.

Non-original alterations and additions including the modern entries, stairwell-windows and balconies, added during the conversion to flats, are not significant.

How is it significant?

The former Russell Bros. tannery at 28-34 Rooney Street and 20-24 Rose Street, Richmond is historically and architecturally significant to Richmond and the City of Yarra.

Why is it significant?

The former Russell Bros. tannery is historically and architecturally significant:

- as a tangible reminder of a key period in Richmond's industrial history during the early twentieth century and in particular of tanneries, which were an important nineteenth century industry. (Criterion A)
- as a well-preserved example of the building type, a type which is particularly evocative of this part of Richmond where fellmongering has been carried out since the 1860s. (Criterion D)

House (HO402), 33 Smith Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

A double-fronted, timber, early Edwardian detached house. The left bay is set forward as a steeper gable, the right has a hip. Unusually, the two bays have separate roofs. The upper gable is roughcast, with radiating timbers and a bellied base, with scalloped flashing over a dentilated cornice. The barge is scalloped, with inscribed quatrefoil pendants. The windows are as a pair. The front has ashlar lining. The right bay has spindle-bracket pairs, between roundels and panels in the frieze. The convex verandah is in the angle. It has a dentilated

cornice, with wavy palisade valence, angled as brackets with pendants. The tripartite window has diamond lozenge mullions.

Statement of Significance

What is significant?

The house at 33 Smith Street, Richmond is significant to the extent of the Edwardian fabric. It is a double-fronted, timber clad house dating to the early Edwardian period. Unusually, the two bays have separate roofs. The upper gable is roughcast, with radiating timbers and a bellied base, with scalloped flashing over a dentilated cornice. The barge is scalloped, with inscribed quatrefoil pendants. The windows are as a pair. The front has ashlar lining. The right bay has spindle-bracket pairs, between roundels and panels in the frieze. The convex verandah is in the angle. It has a dentilated cornice, with wavy palisade valence, angled as brackets with pendants. The tripartite window has diamond lozenge mullions.

Alterations and additions made to the house after 1940 are not significant.

How is it significant?

The house at 33 Smith Street, Richmond is architecturally and aesthetically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The house at 33 Smith Street, Richmond is architecturally and aesthetically significant (Criterion D & E):

- as Edwardian detached house, which is notable for some uncommon and unusual elements such as the separate roofs to the two bays, details to the verandah and gable end.

Portarlington Villa (HO403), 150 Somerset Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

Occupied over a long period in the Victorian and Edwardian-era by David Hipwell, a gentleman, this house is shown on the 1899 MMBW plan 1052 on a double-width block, with a formal garden and arbour (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.1052 dated 1896

Description

The house is an unusual, double-fronted, single-storey, Baroque-influenced, Boom style detached villa. There is a strong continuous cornice and frieze-mould, with a parapet. The left bay is set forward, with a canted bay-window and a convex roof verandah, in the angle, returning at the right. Both chimneys have deep Classical moulds with bevelled top and vermiculated panels. The parapet has four large urns. There is a centrepiece over each bay, between piers: at left, blind arched, with acroterion; at right, a rectangular name-panel, with small urns. Vermiculated cills are on scroll-brackets.

The verandah has been altered.

Comparative analysis

This is a rare multi-fronted, single-storey Boom style house for Richmond.

Statement of Significance

What is significant?

The house 'Portarlington Villa' at 150 Somerset Street, Richmond is significant to the extent of the nineteenth century fabric. Built in the Boom-time era, double-fronted, single-storey, Baroque-influenced, Boom style detached villa. There is a strong continuous cornice and frieze-mould, with a parapet. The left bay is set forward, with a canted bay-window and a convex roof verandah, in the angle, returning at the right. Both chimneys have deep Classical moulds with bevelled top and vermiculated panels. The parapet has four large urns. There is a centrepiece over each bay, between piers: at left, blind arched, with acroterion; at right, a rectangular name-panel, with small urns. Vermiculated cills are on scroll-brackets.

Non-original alterations and additions are not significant.

How is it significant?

Portarlington Villa at 150 Somerset Street, Richmond is architecturally and aesthetically significant to Richmond and the City of Yarra.

Why is it significant?

Portarlington Villa is architecturally and aesthetically significant (Criterion E):

- as an unusual, double-fronted, rendered, Baroque-influenced Boom-style villa which presents an unusual house type for Richmond particularly in this location, on the flat.

Richmond Metropolitan Fire Station (Former) (HO404), 154 Somerset Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Place history

Built between 1905 and 1910 this red brick former Metropolitan Fire Station and barracks building was among the first built for the Board in the Richmond area where major development for the Metropolitan Fire Brigade (MFB, 1891-) ensued after the Second War. The officers in charge were James and then Sydney Stein (Butler, 2009).

The architect, Percy Oakden (later Oakden & Ballantyne 1900-), was appointed architect to the MFB in 1899 and it is likely that one of these architects was involved in the design of this building. The 'cottage built for comfort' (Oakden & Ballantyne) illustrated in 'Building' June 1910 has a similar Romanesque archway in its design (Butler, 2009).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.401

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Description

Distinctive elements include the two storey gabled residential wing with its austere but effective ornament and attached verandah to one side. The building has been altered but is still recognisable as a fire station with some of the changes (red doors) having reinforced this imagery.

Statement of Significance

What is significant?

The former Richmond Metropolitan Fire Station at 154 Somerset Street, Richmond is significant to the extent of the 1905-10 fabric. The brick fire station, built for the Board as a Richmond branch of the Metropolitan Fire Brigade (MFB), may have been designed by architect Percy Oakden, who was appointed architect to the MFB in 1899. It has a two-storey gabled residential wing with an austere but effective ornament and attached verandah to one side.

How is it significant?

The former Richmond Metropolitan Fire Station at 154 Somerset Street, Richmond is historically and architecturally significant to Richmond and the City of Yarra.

Why is it significant?

The former Richmond Metropolitan Fire Station is historically significant (Criterion A):

- as a former Metropolitan Fire Station and barracks building that was among the first built for the Board in the Richmond area, a site of major development for the MFB after the Second War.

The former Richmond Metropolitan Fire Station is architecturally significant (Criterion D):

- As a characteristic early twentieth century fire station and residence.

Greyhound Hotel, later Depot Hotel, now Precinct Hotel (HO405), 60-62 Swan Street, Cremorne

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Place history

The Greyhound Hotel (later Depot Hotel and Precinct Hotel) has been the site of a public house and gathering place since the 1850s-60s when licensees included John Davies and William Perrin. The Swan Street West area had consolidated by the 1890s with continuing commercial uses evolving around the new Bowling Club Hotel.

The former Bowling Club Hotel, at 36-38 Swan Street, was licensed at another Richmond location to one John Smith in 1868, with a Miss Julia Topey keeping a hotel on this site by the 1880s. The hotel was kept by a M Fitzgerald in the early 1900s but as the new century progressed, the hotel had been delicensed such that by 1920, the only hotel that had survived in this part of Swan Street was the Greyhound Hotel at the Cremorne Street corner. Meanwhile shops had occupied the former Bowling Club Hotel.

The Greyhound Hotel was rebuilt on the site of the former hotel, in 1925-6 for owner Miss J.M. Cody. It was designed by architect P.J. O'Connor and built by E.J. White. A newspaper article about the rebuilt hotel noted that:

The new Greyhound is the forerunner of the important railway centre which is shortly to be extended by the Railway Commissioners, when hotel accommodation of the best quality will be required for the travelling as well as the residential public.

The published photo of the recently completed building shows the hotel with a cantilever verandah on the elevations fronting Swan and Cremorne streets, and an entrance on the splayed corner. The sash windows on the first floor remain (*Richmond Guardian* 14 Aug 1926:2).

PJ O'Connor, architect

A majority of O'Connor's work was ecclesiastical buildings and hotel design and remodelling. John O'Connor, the son of P J O'Connor, provided the following background to his father's career (cited from Hermes record 26888):

Patrick Joseph O'Connor was born at Melbourne on 23 February 1901, one of thirteen children of John O'Connor, stationmaster, and his wife Margaret (nee Whelan). He was educated at a Catholic school in Carnegie and at an early age entered the Victorian Railways Architects Office as an articled pupil. He studied architecture at night classes conducted at the Working Men's College and after gaining experience in the Railways Department, he set up in practice as an architect in Collins Street in 1926. He took James Thomas Brophy into partnership in 1946, after which the practice was known as O'Connor & Brophy.

P. J. O'Connor specialised in ecclesiastical and liquor industry work, and designed many Catholic churches, convents, presbyteries and schools in Victoria between 1926 and his death in 1959. His most accomplished works include the St John of God Hospital in Ballarat and St Roch's Church in Glen Iris.

Among his church designs, O'Connor was also responsible for St Mary Immaculate Conception (Catholic), Ascot Vale (1934), St Theresa's (Catholic), Lake Wendouree (1938), St Joan of Arc (Catholic), Brighton (1938), Our Lady of the Immaculate Conception (Catholic), Sunshine (1940), Sacred Heart (Catholic), Newport (1942), Our Lady Star of the Sea (Catholic), Flinders Naval Depot (1948), Uniting (Methodist), Albion (1951), and St Margaret Mary's (Catholic), Spotswood (1953) (Coleman 1996: 64). He also designed the Notre Dame de Sion convent (1939), located at 6 Witton Street, Warragul (Hermes record No 31837).

His residential work included Catholic presbyteries and private homes. Those listed on the Heritage Victoria database include St Patrick's Presbytery, Camperdown of 1927-8, the St Mary's Presbytery, Malvern East of 1931, and Bradoc House, 32-38 George Street, East Melbourne of 1933. In addition, O'Connor designed his own house at 452 Warrigal Road, Ashburton, in the Spanish Mission style, in 1932 (HO417, City of Boroondara; Hermes record No 14742).

O'Connor redesigned many existing hotels during the interwar period (Grow 2009:40). In the late 1930s, his hotel designs were in the Moderne style. These include the Wool Exchange Hotel, Melbourne (c1930) (RVIA journal, Sep 1930); the Shamrock Hotel, 108 Woods Street, Donald (1877, remodelled c1938) (*Age* 24 May 1938); Great Britain Hotel, Flinders Street, Melbourne (remodelled c1938) (*Age*, 12 Apr 1938); Royal Hotel, 73 Flemington Road, North Melbourne (c1938; recently demolished) (*Age*, 24 May 1938); Star and Garter Hotel, 470-Bridge Road (remodelled 1940; now the Dover Hotel) (*Herald*, 16 Aug 1939); and the Ararat Hotel, 118-130 Barkly Street, Ararat (1847; remodelled 1940) (Buildings of St Kilda; Hermes record no. 42828).

Hotels that O'Connor designed in their entirety include the Tower Hotel (c1941), and a hotel in Wyndham Street, Shepparton (c1938; believed to be the Victoria Hotel at 272 Wyndham Street) (*Age*, 20 Sep 1938).

His offices were located at 317 Collins Street (*Argus*, 9 April, 1938; LV: V6535 F948).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.403

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

Grow, Robin (2009), *Melbourne Art Deco*, Collingwood.

HERMES database.

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Land Victoria (LV), Certificates of Title, as cited above.

Royal Victorian Institute of Architects (RVIA) Journal, Sept. 1930, viewed in Miles Lewis' Australian Architectural Index.

The Age, in *Royal Victorian Institute of Architects press cuttings (SLV) 1938-9*, viewed in Miles Lewis' Australian Architectural Index.

The Argus.

The Richmond Guardian.

Description

This is a two-storey hotel in the interwar Greek Revival style with a simple and boldly executed cemented facade. A deep projecting cornice with brackets underscores the raised parapet entablature with its symmetry to the two elevations expressed through panels, with the focus at the splayed corner. Leadlight glass is evident as is the upper level and ground level joinery (part).

Statement of Significance

What is significant?

The former Greyhound Hotel at 60-62 Swan Street, Cremorne is significant to the extent of the 1925-6 fabric. It was designed by architect P.J. O'Connor for owner J.M. Cody. Originally built in the 1850s-60s, it was rebuilt in 1925-6. It is a two-storey Neo-Grec style building, with a simple and boldly executed cemented facade, splayed corner and a deep projecting cornice below a raised parapet entablature.

Alterations and additions made after 1940 including the altered ground floor openings are not significant.

How is it significant?

The former Greyhound Hotel at 60-62 Swan Street, Cremorne is aesthetically, socially and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The former Greyhound Hotel is historically significant (Criterion A):

- as an illustration of the continuing development of Swan Street as a commercial centre and the growth of Richmond in the 1920s
- as an illustration of the improvements made to hotel in the 1920s in accordance with new regulations imposed by the Licence Reduction Board.
- as a tangible expression of the historic location of hotels at prominent corners and, in this case, opposite a railway station.

The former Greyhound Hotel is socially significant (Criterion G):

- as a public house that has been located here since the 1850s or '60s and serving as a community hub since that time.

The former Greyhound Hotel is aesthetically significant (Criteria E & H):

- as an attractive, Greek Revival design by architect PJ O'Connor. O'Connor was a prominent architect of the interwar era known particularly for his hotel and church designs.

House (HO406), 6 Yarra Street, Richmond

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

Richmond was created as a separate municipality in 1855. With separation from Melbourne, Richmond, along with Collingwood, became exempt from the 'Melbourne Building Act' of 1849, which controlled building and subdivision standards. Developers were free to plan streets, reduce frontages and build whatever they liked. Closer development of Richmond was also encouraged by the railway, which was extended to Brighton from Melbourne by 1859 (and to Hawthorn via Burnley by 1861), and by horse drawn omnibuses (and, by 1885, Melbourne's first cable tram) that connected Richmond with Melbourne along Bridge Road, which developed as Richmond's main shopping centre (O'Connor, 1985:11-12).

By 1860 many of the existing major streets had been laid out but most development, with the exception of the Yarraberg area to the northeast, was concentrated in the western half of Richmond, near to Melbourne town and the railway route. The factors influencing the location of the earliest development appear to have been a preference for high ground and a position on government roads, especially at crossroads, and a clear pattern had emerged with large suburban villas and gardens of senior government officials and wealthy merchants and bankers on the hill, and workers cottages on small blocks to the north and south, often in areas of relatively intense development isolated to individual streets (O'Connor, 1985:11-12).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Place history

The exact date of this house is not known but the form and method of construction suggests a pre-1860 date or earlier. The Kearney Plan of 1855 appears to show a building in this location (Context, 2013).

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.404

Context Pty Ltd, *Amendment C149 Review of Heritage Places and Precincts*, March 2013

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Victoria. Surveyor-General (1855) Melbourne and its suburbs [cartographic material] compiled by James Kearney, draughtsman; engraved by David Tulloch and James R. Brown (referred to as the 'Kearney Plan')

Description

A double-fronted, unpretentious, single-storey, early cottage on the street line, with its high gable facing, with an attic. It has a squared and coursed bluestone rubble front with quoins and random rubble at sides, at right on the boundary as a parapet. It has a slate roof and the upper gable is timber. There is a skillion verandah, with curved brackets, end valence at right and a panelled door with fanlight. There is a timber finial.

It has been altered: the gable front has been replaced, but the eaves lining remains. There are new barges, but the finial is early. The verandah has been rebuilt and the fence is recent.

Comparative analysis

The stone construction technique and the high roof are rare in Richmond. It appears to be the earliest bluestone cottage in Richmond (Butler, 2009).

Statement of Significance**What is significant?**

The house at 6 Yarra Street, Richmond is significant. Possibly built by 1855, it is a double-fronted, single-storey house with an attic and timber finial at the apex of the high gable. It has a squared and coursed bluestone rubble front elevation with quoins and random rubble at the sides. It has a slate roof and the upper gable is timber. The skillion verandah has curved brackets.

Twentieth century (or later) alterations and additions including the gable front and bargeboards, the rebuilt verandah and the fence are not significant.

How is it significant?

The house at 6 Yarra Street, Richmond is aesthetically and historically significant to the locality of Richmond and the City of Yarra.

Why is it significant?

The house at 6 Yarra Street, Richmond is historically significant (Criteria A & B):

- as a rare example of an early house, which provides tangible evidence of the first phase of residential development in Richmond.

The house at 6 Yarra Street, Richmond is aesthetically significant (Criterion E):

- as a coursed rubble, bluestone cottage set on the street line. The stone construction technique and high gabled roof are rare in Richmond.

Marchant's Aerated Waters & Cordials Pty Ltd (Former) (HO407)*, 21-27 York Street, Units 1-7 of 31 York Street, 14 Garfield Street, Richmond

*Note: Amendment C149 applied HO407 to 27 and Units 1-7 of 31 York Street, but not 14 Garfield Street.

History

Development of Richmond

In 1839, two years after the first land sales in the township reserve of Melbourne, Crown allotments were auctioned in Richmond, Fitzroy and Collingwood and further sales were held in 1845. In 1846 Richmond's population was 402, however, by 1857 it had reached over 9,000 as the influx of immigrants in the wake of the gold rush created a demand for housing. Major residential subdivisions occurred in the north and west and retail and commercial centres emerged along Bridge Road and Swan Street (O'Connor, 1985:10-11).

As with Melbourne and its other suburbs, Richmond experienced a development boom in the 1870s and 1880s. The eastern half of the town was partly subdivided by 1874 and by 1888 most subdivision patterns were complete, the major exception being Cole's Paddock on Victoria Street. Richmond was proclaimed a town in 1872 and a city in 1882. Its population in 1880 was 23,395 and in 1890 it was 38,797. The rate books list 52 industrial establishments in 1880, most of which were associated with tanning and brewing. However, the 1890s depression brought a halt to development for almost a decade (O'Connor, 1985:12-13; Allom Lovell, 1998:37).

Development recommenced in the early twentieth century. Encouraged by high tariff protection, new factories were established in Richmond, most notably Bryant & May, Wertheim's piano factory, Ruwolt, Rosella, Moore Paragon and Braeside Shirt Factory (later Pelaco) (O'Connor, 1985:14; Allom Lovell, 1985:44). The extension in 1916 of the cable tram network along Swan Street encouraged further retail development and the opening of large emporia such as Dimmey's Model Store, which was built in stages from 1907 to 1918. As the population grew, houses were built on the subdivisions that had remained undeveloped since the 1890s depression.

Another development boom followed World War I when the increase in population, which in Richmond peaked at 43,353 in 1921, created a demand for housing and there were 'more people than houses' (O'Connor, 1985:14; Allom Lovell, 1998:28). This encouraged subdivision and housing development of the remaining urban gaps in Richmond such as Cole's Paddock in the northeast, as well as infill housing throughout the older residential areas. As land values increased, higher densities were encouraged and the first flat developments appeared, particularly along main roads and transport routes, by the early 1930s.

Richmond had become a centre of manufacturing by the 1930s and the Council designated three areas for industry: in the Yarraberg area, east of Burnley Street between Victoria Street and Bridge Road; from Swan Street to the Yarra River south of Richmond and East Richmond stations; and between Victoria and Highett streets, west of Lennox Street (*The Argus*, 21 July 1939, p.7). In the Yarraberg area 'Doonside', the mansion of prominent identity David Mitchell, was demolished in 1931 to make way for factories for firms such as Repco and Jex Steel Wool (*The Argus*, 9 January 1931, p.5; 20 January 1938, p.6).

Place history

Marchants Aerated Waters & Cordials Pty Ltd had been in the area since the late 19th century and was still at this site in the 1950s when they boasted 'hop beer, aerated water at all grocers'. Their stables were in an Edwardian-era building backing on to the site at 14 Garfield Street. They were a major national company based in Sydney as Marchants Ltd with branches

in Melbourne and Brisbane. The firm gave evidence at an enquiry into the factories Act in 1901, stating that their business in Melbourne cost more to distribute than in Sydney because of the relatively compact layout of the latter.

The current building was constructed in 1925, as indicated by the (partially removed) date on the parapet.

Sources

Allom Lovell & Associates, *City of Yarra Heritage Review. Volume 1: Thematic history*, July 1998

Butler, Graeme & Associates, *City of Yarra Heritage Gap Study Stage Two*, 2009 p.405

John & Thurley O'Connor Architects et al, *Richmond Conservation Study*, 1985

Melbourne and Metropolitan Board of Works (MMBW) Detail Plan no.911 dated 1896

Description

The former Marchant's building at 21-31 York Street is a major and distinctive element of the streetscape. Fronting the street is a two-storey, parapeted section of red brick. Bays are articulated with shallow engaged brick piers, and raised pavilions at either end of the façade. The date '1925' was at the top of the east pavilion in raised numbers, but has since been removed (though the scar is still clearly visible).

Ground-floor openings are set below a continuous concrete lintel (broken only by the brick piers), while there is smooth cement render between the piers above the first-floor openings. The three central openings are segmentally arched, adding interest to this austere industrial building.

At ground floor level there are two original doorways, each with a decorative hipped-roof hood resting on curved concrete corbels. The western doorway retains its original ledged door with strap hinges. The ground floor window openings are quite large, stretching down to the plinth. Four of the five openings retain steel multi-light highlights, while the western window has a roller door.

Other alterations that have resulted from the recent conversion to flats are the removal of the first-floor windows to create internal balconies, and the creation of an additional floor (which is hidden by the front parapet). The brick has been sandblasted at an unknown date.

A gable-roofed building sits behind the parapeted building. It has undergone more extensive alterations in the flats conversion, but still retains red-brick walls with continuous concrete lintels.

Set behind 21-31 York Street are the Marchant's stables building, which predates the 1925 building. The stables are at 14 Garfield Street and display an unusual use of the Egyptian Revival style – seen in the battered pilasters to the pediment – in an industrial building.

Statement of Significance

What is significant?

The former Marchant's building at 21-31 York Street, Richmond is significant. It was built for Marchants Aerated Waters & Cordials Pty Ltd in 1925, who occupied the site from the late 19th century, until at least the 1950s. The building is a major and distinctive element of the streetscape. Fronting the street is a two-storey, parapeted section of red brick. Bays are articulated with shallow engaged brick piers, and raised pavilions at either end of the façade. Ground-floor openings are set below a continuous concrete lintel (broken only by the brick piers), while there is smooth cement render between the piers above the first-floor openings. The three central openings are segmentally arched, adding interest to this austere industrial building.

A gable-roofed building sits behind the parapeted building. It has undergone more extensive alterations in the flats conversion, but still retains red-brick walls with continuous concrete lintels.

Edwardian stables that pre-date the Marchants building are located to the rear of the site, at 14 Garfield Street. The stables display an unusual use of the Egyptian Revival style.

The building has been converted to flats. Additions and alterations resulting from the conversion are not significant.

How is it significant?

The former Marchant's building at 21-31 York Street, Richmond is aesthetically and historically significant to Richmond and the City of Yarra.

Why is it significant?

The former Marchant's building at 21-31 York Street, Richmond is aesthetically significant (Criterion E):

- as a large well-preserved and distinctive industrial building, which is a local landmark.
- for the stables at 14 Garfield Street which display an unusual use of the Egyptian Revival style – seen in the battered pilasters to the pediment – in an industrial building.

The former Marchant's building at 21-31 York Street, Richmond is historically significant (Criterion A & H):

- for its associations with the nationally prominent company Marchants Aerated Waters & Cordials Pty Ltd.
- for the Garfield Street stables, representative of the transition from horse drawn to motor transport distribution of their products.
- as a characteristic interwar factory, which provides tangible evidence of how Richmond became a centre of manufacturing in the twentieth century.