



Amendment C304ston Stonnington Planning Scheme

Statement of heritage evidence relating to
177 Toorak Road, South Yarra

Prepared by Katherine White

Instructed by
Hall & Willcox

October 2021

Prepared by

Prepared for

LOVELL CHEN



Sass Development (Aust) Pty Ltd

Statement of Qualifications and Experience, and Declaration

Authorship

This statement has been prepared by Ms Katherine White, Director of Lovell Chen Pty Ltd, Architects and Heritage Consultants, Level 5, 176 Wellington Parade, East Melbourne, assisted by Ms Romy Fanarof and Mr Oliver Goad, research assistants. The views expressed in the statement are those of Ms Katherine White.

Qualifications and Experience

I hold a Bachelor of Social Science (Planning) (Honours) degree from RMIT University, and a Master of Urban and Cultural Heritage from the University of Melbourne. I am a member of Australia ICOMOS, and am a Registered Planner with the Planning Institute Australia. I have a multidisciplinary planning and heritage background and have worked in the heritage field for over 15 years. As Director and Senior Heritage Planner at Lovell Chen, I am responsible for the management and oversight of heritage approvals, appeals, planning and Heritage Victoria permit applications. I have also been involved in the preparation of municipal heritage studies and Conservation Management Plans. My project experience includes the assessment of heritage impacts for numerous individual sites in Melbourne and further afield and the preparation of reviews and reports associated with development proposals.

In addition to my Lovell Chen experience, I have worked at the cities of Darebin and Boroondara in their Strategic Planning departments. At the latter Council, my role was focussed on heritage planning.

Commissioning of statement

Lovell Chen was instructed by Hall and Wilcox Lawyers on behalf of Sass Development (Aust) Pty Ltd on 23 April 2021 to prepare expert evidence in relation to the property at 177 Toorak Road, South Yarra and the exhibited Planning Scheme Amendment C304.

I have no personal relationship with the applicant.

Lovell Chen involvement

In January 2021, Lovell Chen was commissioned to undertake a limited scope assessment of the heritage significance of the property, including a review of the heritage citation, statement of significance and property grading which had been prepared and exhibited as part of Amendment C304 to the Stonnington Planning Scheme. It is noted that while Sass Development (Aust) Pty Ltd is the owner of Lot 10 of 177 Toorak Road, South Yarra, the whole of the subject site was addressed as part of the assessment.

The conclusion of the assessment (March 2021) was that the southern portion of the property remain within the Heritage Overlay, with the following modifications and clarifications:

- The mapping of the heritage precinct be revised to exclude the building to the north of the site (known as the Clocktower building) and the adjacent carpark.
- That the schedule of gradings in the statement of significance include the following clarifications:
 - The former Victorian residences at 185-187 Toorak Road should be identified as contributory.
 - The former Victorian villa at 177 Toorak Road should be identified as non-contributory.
 - The east and west buildings/pavilions, the plaza and glazed roof structure should be identified as non-contributory.

I prepared the assessment, with the assistance of Ms Charlotte Jenkins and Ms Kate Gray.

Summary of Opinion

The subject site is one which accommodates a number of buildings and structures, which together form the complex known as South Yarra Square, 177 Toorak Road, South Yarra. The individual components of

the complex, however, vary in terms of their date of construction and intactness. As exhibited, the whole of the property is to be identified as a contributory place within the Toorak Road Precinct (HO150), with no distinction between the individual components that comprise the complex.

As part of Amendment C304ston, a statement of significance, including a schedule of property gradings, has been prepared which is to be introduced to the Stonnington Planning Scheme as an incorporated document. It is important that this document accurately reflects the grading of properties within the precinct a greater level of clarity is required to identify what elements of the site are considered contributory, and those which are not considered to contribute to the significance of the precinct.

In addition, given that the boundaries of the heritage precinct have been reviewed and are under consideration as part of Amendment C304ston, it is important to identify what is significant about the precinct and to include elements which contribute to the significance of the place. The Clocktower Building and car park to the north of the site are mid to late-twentieth century additions to the subject site and do not contribute to the significance or values ascribed to the heritage precinct. The northern portion of the site can reasonably be excised from the heritage precinct, and the existing ACZ1 that applies to the whole of the site will ensure that heritage matters are considered in the context of a potential future planning application.

On the basis of the above, and in summary, the recommended modifications to the exhibited extent of the Toorak Road Precinct (HO150) and the statement of significance are identified below:

1. The excision of the northern portion of the property from the heritage precinct, on the basis that this portion of the site and the existing mid-twentieth century building does not contribute to the significance of the precinct.
2. The retention of the southern portion of the property within HO150 and the inclusion of the following clarifications in the schedule of properties, which forms part of the Statement of Significance:
 - Identification of the former Victorian residences at 185-187 Toorak Road with an open setting to Toorak Road as contributory.
 - Identification of the former Victorian villa at 177 Toorak Road as non-contributory.
 - Identification of the east and west pavilions and the fabric of the plaza as non-contributory.

Declaration

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



Katherine White

Introduction

1. I have been asked by Hall & Wilcox on behalf of Sass Development (Aust) Pty Ltd to provide expert evidence in relation to 177 Toorak Road, South Yarra, in the context of the exhibited Planning Scheme Amendment C304 to the Stonnington Planning Scheme.
2. The subject site, also known as South Yarra Square, comprises a number of buildings and structures including three former residences, a larger mid-twentieth century development to the rear of the site and two single storey retail outlets or pavilions which all surround an open plaza area that addresses Toorak Road (Figure 1).
3. The property is currently included in HO150 and is accordingly already subject to the Heritage Overlay; the continued inclusion of the southern portion of the property within the Toorak Road Precinct is accepted. The matters which this statement specifically addresses relate to:
 1. The inclusion of the following clarifications in the schedule of properties, which forms part of the Statement of Significance:
 - Identification of the former Victorian residences at 185-187 Toorak Road with an open setting to Toorak Road as contributory.
 - Identification of the former Victorian villa at 177 Toorak Road as non-contributory.
 - Identification of the east and west pavilions and the fabric of the plaza as non-contributory.
 2. The excision of the northern portion of the property from the heritage precinct, on the basis that this portion of the site and the existing mid-twentieth century building and carpark does not contribute to the significance of the precinct.

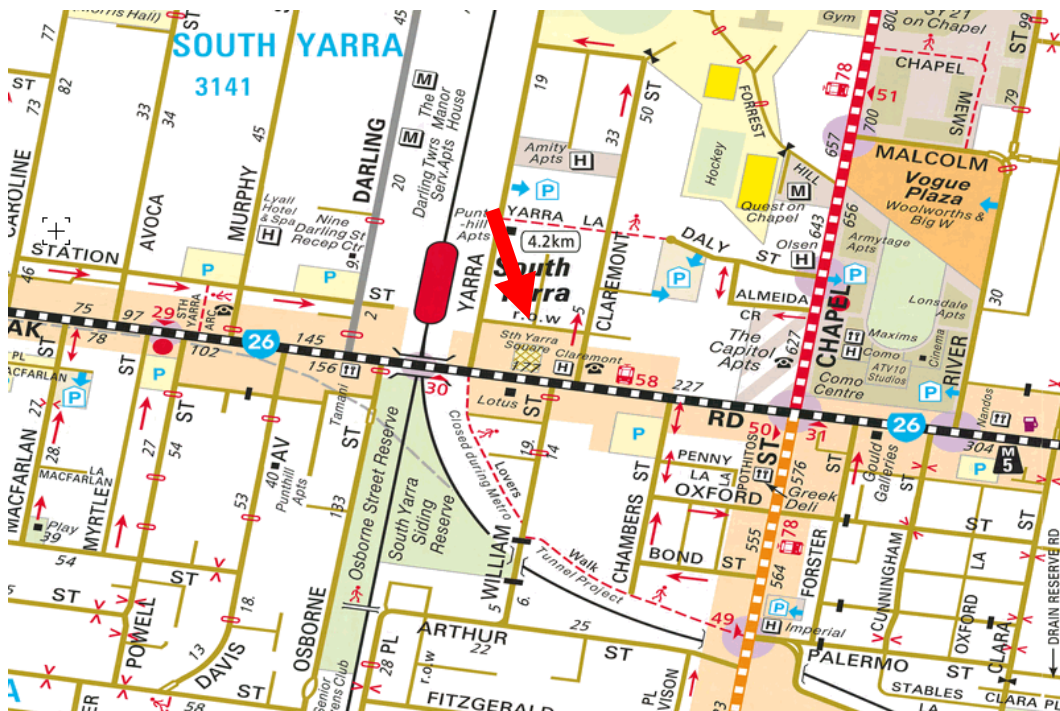


Figure 1 Plan showing the location of South Yarra Square, 177 Toorak Road, South Yarra
 Source: www.street-directory.com.au

Existing Heritage Overlay control

4. The property is currently included in the Toorak Road (west of William and Claremont Streets) Precinct which is identified as HO150 in the Schedule to the Heritage Overlay of the Stonnington Planning Scheme (Figure 2 and Figure 3). The heritage control applies to the external building fabric and mapped land extent; no external paint controls, internal alteration controls or tree controls apply to the precinct.



Figure 2 Location of subject site (indicated by blue dashed line) within the eastern extent of the current HO150
Source: VicPlan

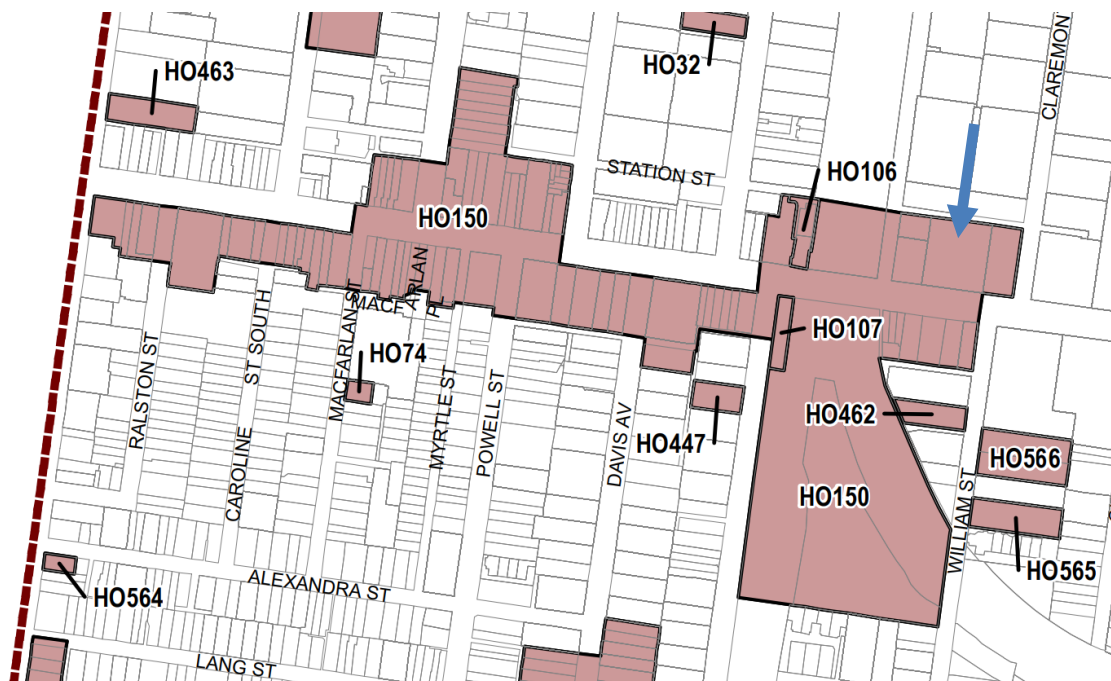


Figure 3 Current extent of HO150 with the location of the subject site indicated
Source: Stonnington Planning Scheme

Statement of significance

5. The heritage precinct was first identified as part of the *Prahran Conservation Study* prepared by Nigel Lewis in 1983. The history and significance of the Toorak Road Area as included in this study is reproduced below:

The line of Toorak Road was first shown on a map in 1873 prepared by surveyor Robert Hoddle. It formed the southern boundary of six large allotments which ran between Toorak Road and the Yarra River. This land was sold at the first Crown land sale in the present day municipality of Prahran on the 10 June 1840. By the 1850s several houses had been erected in Gardiner's Creek Road (now Toorak Road) and also along side streets, chiefly Caroline Street and Murphy Street. Larger residences were erected on the slopes overlooking the Yarra and today 'Avoca' (erected circa 1848) one of these houses, still survives, albeit hemmed in by later developments. Commercial premises sprang up along Toorak Road and today some remnants of these developments from the 1850s still survive.

In 1860 direct communication by rail with Melbourne was effected when a bridge was constructed across the Yarra and the railway station Gardiner's Creek Road (now South Yarra) was opened. When the South Yarra to Oakleigh section of the main Gippsland Line was constructed in 1879 it joined the single track Brighton line at South Yarra. Because both lines were set in deep cuttings a potentially dangerous junction was created and this was not alleviated until some years later when the embankment of the cutting [was] lowered to provide a clearer vision for locomotive drivers.

By 1865 the South Yarra area was well developed and a gazetteer described the place as a 'pretty suburban village containing a few residences, and railway station, situated on the road two miles south-east from Melbourne ... the neighbourhood around the station is extensive and is the residence of numerous wealthy merchants and others whose business lies in Melbourne'. However, in contrast to the larger and more affluent developments to the north of Toorak Road, those to the south were much smaller and subdivisions much meaner. Coburg Place (now Myrtle Street) was typical of these smaller subdivisions. Ten identical small cottages were built and these are clearly shown on Kearney's map of 1855. Today, however, none survive and Myrtle Street remains as a lane with Powell Street being the principal frontage of the allotments. In the 1870s and 80s commercial premises boomed along Toorak Road and many flamboyant facades were erected for shops at this period. Part of the present South Yarra railway station was erected in 1874 (now the premises of a dry cleaning service) and this was later extensively renovated in 1915-16.

Nearby, Her Majesty's Hotel was also extensively renovated. This occurred in 1889 and a year later Public Works Department architect A.J. MacDonald designed the South Yarra Post Office and this was erected during 1892-93. This unique building is one of a rare group of buildings which reflect the influence of the American Romanesque style and the innovative design ranks it as one of the most important public buildings in Victoria. Apart from the Post Office and the flamboyant façade of the shops of the land boom, this period also saw the erection of many residences and Lee Terrace in Avoca Street typifying the architectural style of the land boom period.

The Toorak Road area is important for its groups of intact commercial buildings which form intact streetscapes along several stretches of the road. Although much of the other commercial development is not so intact, its scale and form (especially

towards Punt Road) make a uniform, low-scale shopping centre with no intrusive high-rise developments. The area is also enhanced by a number of individual buildings of significance especially the former South Yarra Post Office, Lee Terrace (6-18 Avoca Street) and the early residences nearby in Caroline Street and Avoca Street.¹

6. The heritage precinct was also identified in the *Prahran Character and Conservation Study*, undertaken by Nigel Lewis in 1992. The description and significance of the precinct provided in the 1992 study reflected that included in the 1983 (refer above), albeit slightly reduced in length by omitting the first paragraph.²

Property grading

7. The 1983 *Prahran Conservation Study* identified the former Victorian residences as B graded buildings (Figure 4).³ In the 1992 *Prahran Character and Conservation Study* the whole of the site, 177-185 Toorak Road, was identified as a B graded place.⁴
8. The definition of a B graded building as included in the 1983 Study is provided below:

Category B Building

A building of local significance.⁵

9. The definition of a B graded building as included in the 1992 Study is provided below:

'B' Buildings

B Buildings make an architectural and historic contribution that is important within the local area. This includes well preserved examples of particular styles of construction, as well as some individually significant buildings that have been altered or defaced. (These are the equivalent of C graded buildings adopted by the City of Melbourne and a number of other Councils.)

10. The current definition of a B graded building is provided in the City of Stonnington *Heritage Design Guidelines*, July 2017:

Buildings which are substantially intact representatives of particular periods or styles which either gain their significance from their location within a largely intact heritage precinct or would otherwise have been graded A1 or A2 if they had not been significantly altered.⁶

11. Further, Clause 22.04 'Heritage Policy' includes the following in relation to B grade buildings:

'Significant places' means places of either state or local significance including individually listed places graded A1, A2 or B⁷

1 Nigel Lewis, *Prahran Conservation Study*, 1983, pp. 1-15 to 1-16.

2 Nigel Lewis, *Prahran Character and Conservation Study*, 1992, pp. 12-13.

3 Nigel Lewis, *Prahran Conservation Study*, 1983, p. 1-17.

4 Nigel Lewis, *Prahran Character and Conservation Study: Buildings and Streetscape Grading Register*, 1992.

5 Nigel Lewis, *Prahran Conservation Study*, 1983, p. 2.

6 City of Stonnington, 'Heritage Design Guidelines' p. 36.

7 Stonnington Planning Scheme, *Clause 22.04 – Heritage Policy*, p. 1.



Figure 4 Grading plan for the Toorak Road Area with the subject property indicated
 Source: *Prahran Conservation Study 1983*

Amendment C304ston

12. Amendment C304 was placed on exhibition between 29 October to 9 December 2020, with a subsequent exhibition period as directed by the Panel. As outlined in the exhibited Explanatory Report, the intent of the amendment is to implement the recommendations found by the heritage investigation undertaken by Ray Tonkin, Context Pty Ltd, Landmark Heritage Pty Ltd, Built Heritage Pty Ltd and Bryce Raworth Pty Ltd, in summary this includes:
 1. Application of the heritage overlay to one new precinct.
 2. Application of the heritage overlay to three individual places
 3. Revisions and extensions to four existing precincts, including the Toorak Road Precinct

13. In addition, as part of the application of the Heritage controls, Amendment C304ston proposes consequent changes to setback requirements within the Activity Centre Zone and removes specified properties from the Design and Development Overlay and Neighbourhood Character Overlay.

14. With specific reference to the Toorak Road Precinct, the revised heritage citation includes the following recommended amendments to the existing heritage precinct as part of the exhibited amendment:
 1. Remove Lovers Walk from the existing HO150 boundary. [note: this is not shown on the exhibited deletion map, see Figure 5]
 2. Remove the South Yarra Siding Railway Reserve from the existing HO150 boundary [note: this is not shown on the exhibited deletion map, see Figure 5]
 3. Remove Lee Terrace (6-18 Avoca Street) from the existing HO150 boundary
 4. Include 1-61 Toorak Road within the boundary of HO150

5. Include the platforms and canopies over the platforms of the South Yarra Railway Station within the boundary of HO150
6. Amend the map for HO150 to match the changes noted above.

15. The exhibited maps reflecting the proposed changes are included as Figure 5 and Figure 6.



Figure 5 Exhibited map sheet showing deletion of residential properties in Avoca Street from HO150 (the location of the subject property is indicated); it is noted that the deletion of Lovers Walk and the railway siding to the south of the station and 1B Yarra Street is not shown on the exhibited deletion plans
Source: Amendment C304ston

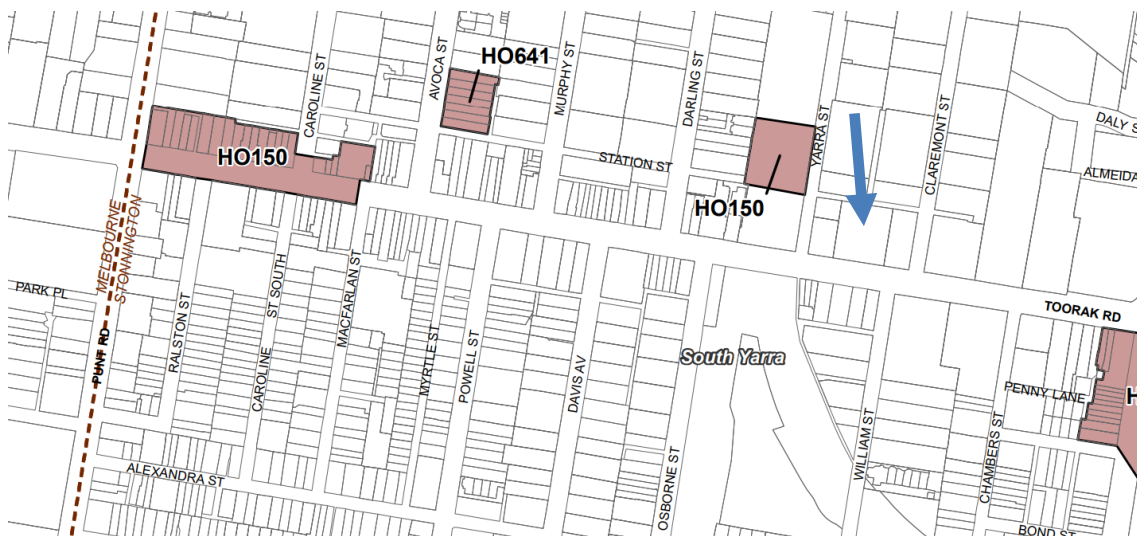


Figure 6 Exhibited map sheet showing additions to HO150 to the west end of Toorak Road and the platform canopies at South Yarra Railway Station; the location of the subject property is indicated
Source: Amendment C304ston

16. The exhibited Amendment C304ston includes a revised heritage citation for the precinct prepared by Context. The name of the precinct is to be revised from 'Toorak Road (west of William and Claremont Streets) Precinct' to 'Toorak Road Precinct'; the schedule number (HO150) will remain the same. It is also noted that the amendment does not seek to apply external paint controls, internal alteration controls or tree controls to the precinct, nor does the schedule identify that an exemption from notice and review for outbuildings/fences applies or that prohibited uses could be permitted; this approach is consistent with the existing listing.
17. The revised heritage citation is identified as a supporting document in the exhibited material. The full exhibited heritage citation is included as Appendix A.

Statement of significance

18. The revised statement of significance for the Toorak Road Precinct, which forms part of the citation, will be introduced as an incorporated document in the Stonnington Planning Scheme as part of Amendment C304ston. The statement of significance will also be referenced in the Schedule to the Heritage Overlay as part of the listing for the Toorak Road Precinct (HO150).
19. The full incorporated document is included as Appendix B, and the statement of significance has been reproduced below:

WHAT IS SIGNIFICANT?

The Toorak Road Precinct (HO150), South Yarra, comprising 1-111, 153-189 & 2-180 Toorak Road, 2 & 3 Avoca Street, 1A, 1B & 1C Murphy Street, 52-54, 69-81 & 85 Davis Avenue, 9 & 48 MacFarlan Place and 41-45 Ralston Street is significant. The commercial buildings in the precinct consist of largely single and double storey Victorian, Edwardian and interwar shops built in a range of architectural styles.

Contributory and Non-contributory places are listed in the Precinct Grading Schedule below [refer Appendix B for full schedule].

The following places are significant within the precinct:

- 163-165 Toorak Road, South Yarra, Former South Yarra Railway Station (HO106, VHR H1068)
- 162 Toorak Road, South Yarra, Former South Yarra Post Office (HO107, VHR H210)
- 167 Toorak Road, new South Yarra Railway Station, including all buildings and other structures such as ramps and covered canopies over the ramps and platforms, and the brick boundary wall on Yarra Street
- 189 Toorak Road, three-level Hotel Claremont, formerly the South Yarra Coffee House
- 72-74 Toorak Road, pair of shops of early construction date, c. 1860
- 19-21 Toorak Road, pair of shops of early construction date, 1858

The following places are notable within the precinct:

- 172-174 Toorak Road, South Yarra, Metropolitan Garage
- 168-170 Toorak Road, three-level Victorian former Savings Bank
- 155-157 Toorak Road, Gothic revival former Williams & co estate agents building
- 169-175 Toorak Road, row of four Tudor Revival shops

- 50-52 Toorak Road, pair of late Victorian face brick shops
- 172-174 Toorak Road, Metropolitan Garage [note this is a duplication]
- 2-4 Punt Road, former South Yarra Hotel
- 16 Toorak Road, former hotel (cnr Ralston Street)

HOW IS IT SIGNIFICANT?

The Toorak Road precinct is of local historic, aesthetic and social significance to the City of Stonnington.

WHY IS IT SIGNIFICANT?

Historic Significance (Criterion A)

Toorak Road between Punt Road and Claremont Avenue is one of four major commercial streets within Stonnington, with a predominant urban character developed between the 1860s and 1940s. Toorak Road is a highly representative commercial streetscape, illustrative of development in the inner ring of Melbourne's suburbs, where the initial subdivision of large landholdings proceeds through to smaller subdivisions and the later provision of major transport infrastructure. The historic significance is attributed to the Toorak Road precinct as a whole.

Toorak Road, formerly Gardiner's Creek Road, is significant as one of the roads set out by the Prahran Roads District, following Robert Hoddle's 1837 survey. Gardiner's Creek Road served to connect a number of grand estates developed with frontages to the Yarra River. Toorak Road is significant for its demonstration of development in an easterly direction from Punt Road towards Chapel Street. Attributes of this early phase of development include:

- Toorak Road alignment.
- 19-21 Toorak Road.
- 68-72 Toorak Road.

The Toorak Road precinct demonstrates the development of the Melbourne and Suburban Railway Company's line from Richmond to Windsor, with the former South Yarra Railway Station one of only two surviving stations built by private railway companies in the metropolitan area.

Several premises in Toorak Road provide evidence of former and continuing business uses and business operators. This is illustrated by building signage including at:

- 155-157 Toorak Road, Real Estate agents Williams & Co.
- 189 Toorak Road, Oggs Pharmacy, ground floor
- 172-174 Toorak Road, Metropolitan Garage
- 134-146 Toorak Road, Her Majesty's Hall
- Lovers Walk Entrance and signage set into the footpath along Toorak Road adjacent to No. 166 Toorak Road.

South Yarra Station is historically significant for its demonstration of successive phases of the development of the metropolitan railway network, including the development of the South Yarra to Oakleigh Line in 1879 and the Gippsland line, all

of which converge at South Yarra Station. The covered ramps leading to the platforms at South Yarra Station are historically significant for their demonstration of further railway developments in 1913 when the service to Caulfield was duplicated.

Aesthetic significance (Criterion E)

Toorak Road is significant as a traditional shopping street originally developed with some commercial buildings in the mid nineteenth century, and added to in subsequent decades until it has become an eclectic mix of periods and styles within the one street. Particular blocks such as that from Avoca to Murphy streets (north side) and Powell to Caroline streets (south side) are rich in architectural variety, retaining small frontages to Toorak Road and a predominantly two storey scale. Notable individual places that contribute to the aesthetic significance of the precinct include some mid-Victorian buildings between Myrtle and Macfarlane streets.

Toorak Road is significant for its Victorian, Edwardian and interwar buildings that provide landmarks at certain points along the street. These include:

- 162 Toorak Road, South Yarra, HO107 (Former South Yarra Post Office). (VHR H210)
- 172-174 Toorak Road, South Yarra, Metropolitan Garage.
- 167 Toorak Road, New South Yarra Railway Station.
- 168-170 Toorak Road, three level Victorian former Savings Bank.
- 155-157 Toorak Road, Gothic revival former Williams & Co estate agents.
- 169-175 Toorak Road, row of four Tudor Revival shops.
- 50-52 Toorak Road, pair of late Victoria face brick shops.
- 189 Toorak Road, three level Hotel Claremont, formerly the South Yarra Coffee House.
- 172-174 Toorak Road, Metropolitan Garage. [note this is a duplication]
- 68-72 Toorak Road, pair of shops of early construction date c.1860.
- 19-21 Toorak Road, pair of shops c.1858.
- 2-4 Toorak Road, former South Yarra Hotel.
- 16 Toorak Road (cnr. Ralston Street), former hotel.

Social significance (Criterion G)

The Toorak Road Precinct as a whole is also valued by the local community, through its provision of a post office and other essential services, shopping and eating opportunities along Toorak Road, as well as providing a public meeting place and socialising space at the landscaped rail reserve. Toorak Road has played an important role in the commercial and residential development of South Yarra, servicing a changing and diverse population throughout its history. Toorak Road is known as one of the locality's foremost commercial strips and is valued by the local community as a shopping, recreation and entertainment area.

Local community attachment to the Toorak Road Precinct stems from its continuity of use as a primary commercial centre of South Yarra for over 160 years. The form

of the attachment is the interrelationship between its provision of essential services, including public transport, commercial opportunities and public and social space, with its convenient location and accessibility when considered in the context of surrounding residential areas.

South Yarra Railway Station has social significance for the strong community attachment developed through long-standing use and the prominent and continuous nature of the association. The Station performs an essential function for the visitor community and local community in particular, through its provision of public transport, which has been utilised continuously as South Yarra’s primary railway station since it was established in the 1860s up to the present.⁸

Property grading

- 20. The statement of significance includes a schedule of gradings which identifies the property at 177 Toorak Road as a contributory heritage place. The contributory grading would apply across the site, and no distinction is drawn between the various buildings or structures on the land – all would be considered contributory. This approach is reflected in the gradings map included in the heritage citation for the Toorak Road Precinct (Figure 7).
- 21. The definition of a contributory place is provided in Clause 22.04 of the Stonnington Planning Scheme and the City of Stonnington *Heritage Design Guidelines*, July 2017 (a reference document to the Stonnington Planning Scheme), as follows:

‘Contributory places’ buildings and other places in a heritage precinct graded C which are contributory to the built form attributes and significance of a heritage precinct.⁹



Figure 7 Gradings map as included in the revised heritage citation for the Toorak Road Precinct, with the subject property indicated
Source: Toorak Road Precinct (HO150) citation, Context

⁸ Stonnington Planning Scheme, Amendment C304ston, Exhibition Documentation, Statement of Significance HO150 Toorak Road Precinct, (Context, June 2020)

⁹ Stonnington Planning Scheme, *Clause 22.04 – Heritage Policy*, p.1.

Submission to Amendment C304ston

22. A submission in relation to Amendment C304ston was made by SJB Planning on behalf of Sass Development (Aust) Pty Ltd, with specific regard to Lot 10 of 177 Toorak Road, South Yarra, on 8 December 2020. The submission included the following objections:

...concerns about the grading of the building as 'Contributory' in the context of this wider heritage precinct. The grading does not appear to have taken into account all development occupying 177 Toorak Road nor justified the reasoning for the grading proposed.

The extent of the proposed Heritage Overlay area, as it affects 177 Toorak Road, encompasses the full extent of the site's title boundary. The extent of built form that dates from the 'Victorian Period' is limited to the southern portion of the site – and that built form has been subject to significant modification. On this basis, it is questionable whether this existing fabric even meets the relevant tests for its grading as 'Contributory'.

The northern portion of the site features an open, at grade car park and multi storey commercial building of more recent construction. It is submitted that the Heritage Overlay extends beyond the fabric currently described as 'Contributory'.¹⁰

23. As noted in the preamble to this statement, Lovell Chen were commissioned in early 2021 to undertake an independent review of the proposed amendment as it related to 177 Toorak Road, South Yarra. This review occurred following the lodgement of the objection by SJB Planning.

Stonnington Ordinary Council Meeting

24. At its Ordinary Council Meeting on 1 March 2021, Stonnington Council considered the agenda item: Amendment C304 Heritage Compilation Amendment Report on submissions, including the submission in relation to 177 Toorak Road, South Yarra.

25. The following summary of the objection in relation to 177 Toorak Road, South Yarra, was provided in the Council Meeting Agenda as part of Attachment 14.2.3:

1. Opposed to the grading and extent of Overlay
2. Contributory grading does not take into account all development occupying 177 Toorak Rd.
3. Only development on the southern portion of the site dates from the Victorian Period, and it has been modified.
4. Lot 10, 177 Toorak Rd is located on second floor of 'clock tower' building and should not be graded contributory.¹¹

26. The following Officer response to each of the points identified above and recommendation was provided in the same Attachment:

1. 177 Toorak Road is already affected by the Heritage Overlay. This is not proposed to be changed by the Amendment. The Statement of Significance identifies the site as 'contributory'.

¹⁰ Submission 31, SJB Planning on behalf of Sass Development (Aust) Pty Ltd, 8 December 2020.

¹¹ City of Stonnington, Ordinary Council Meeting, 1 March 2021, Agenda Item , Attachment 14.2.3 pp. 3-4

2. The extent to which individual components of the site are considered contributory will be assessed at planning permit application stage.
3. Within an HO Precinct, it is typical to incorporate the full title boundary within the Heritage Overlay (rather than to adopt a polygon approach). This assists in avoiding confusion over what is identified in the precinct and what is not and ensures any planning permit application concerning the site responds appropriately to its heritage context.
4. (Refer to 2 above)

Recommended position: No change in Council position to exhibited amendment.¹²

Description and brief history

27. The subject site, 177 Toorak Road, South Yarra, is located on the north side of Toorak Road between Claremont Street (east) and Yarra Street (west). A lane runs along the northern boundary of the site (Figure 8 to Figure 15). Also known as South Yarra Square, the site currently comprises a number of buildings and structures including:

1. three former Victorian residences (one detached, two semi-detached);
2. a larger mid-twentieth century building to the north (rear) of the site which is accessed via a glazed roof entry located between the two Victorian buildings (known as the Clocktower Building);
3. an at grade carpark to the north-east of the site;
4. two single-storey retail outlets/pavilions to the east and west of the site addressing Toorak Road; and
5. a central open plaza space that addresses Toorak Road, which incorporates hard paving, a fountain and trees.

28. The former residences, the Clocktower Building and the plaza area are described in more detail below.

177 Toorak Road

29. The former residence to the west of the site was originally a large detached single-storey brick villa, which appears to have been constructed in 1869-70 for Henry George De Gruchy (engraver and lithographer).¹³ The MMBW plan of 1896 indicates that the building incorporated a garden setback to Toorak Road, areas of garden and lawn to the east and north, and various outbuildings to the rear of the dwelling (Figure 17). A side entrance to the west also appears to have been fenced off from the main front setback, likely providing a designated entrance for the medical practitioners who occupied the building from the late nineteenth century.

30. The building is understood to have a long association with medical practitioners, with Dr Charles Bage occupying the building from the 1880s to the 1910s, physician P Oldham listed in the 1920s

¹² City of Stonnington, Ordinary Council Meeting, 1 March 2021, Agenda Item , Attachment 14.2.3 pp. 3-4

¹³ Borough of Prahran, rate books, 1869-70, Volume 1, rate nos 221-222, Public Record Office Victoria, accessed via Ancestry, <https://www.ancestry.com.au/search/collections/60706/>, 28 September 2021

and 1930s, Dr Sydney Crawcour and physician GC McKechnie in the 1940s.¹⁴ By 1960 the occupant of the property was listed as the ANZ Bank.¹⁵

31. Little change to the property is evident between the 1896 MMBW plan (Figure 17) and 1931 aerial photograph (Figure 19), with the exception of a pitched roof structure added adjacent to the northern boundary. The later aerial photographs indicate that further change did not occur until the post-war period when the building was truncated to its rear to enable the construction of the Clocktower Building. During this period it is also likely that significant alteration of the building fabric occurred, including the removal of window and door openings, which resulted in a compromised relationship between solid wall planes and voids/openings to the visible elevations; the stripping of all ornament which is likely to have been present to a Victorian villa; the removal of shallow bays or breakfronts indicated on the 1896 MMBW plan; the installation of substantial modern shopfronts; the rendering of the building (it is unknown as to whether the building was originally face brick or rendered); and the removal of chimneys. In addition, the front garden was replaced by carparking and then the later plaza and a pavilion constructed along the western boundary.
32. As it currently exists, the exterior of the building has been substantially altered such that the building no longer presents as a Victorian residence, and the domestic character of the building has been lost due to the installation of the plaza and the construction of the pavilion to the west (Figure 10 and Figure 11). All that remains of the early building is the slate cladding to the hipped roof form and bracketed eaves.

185-187 Toorak Road

33. The former semi-detached pair of two-storey dwellings to the east of the site appear to have been constructed in the early 1870s for James Blackburn.¹⁶
34. As indicated in the 1896 MMBW plan the dwellings incorporated projecting bays, side entrances and a rear service wing, with outbuildings to the rear (Figure 17). They were set back from Toorak Road with a garden to the front, which is evident in the 1905 photograph looking east along Toorak Road (Figure 18). A substantial fence also appears to have been constructed along the Toorak Road boundary of the property.
35. The dwelling at 185 Toorak Road appears to have been a private residence in the early years, and had various occupants during the early twentieth century including William Paine, Professor of Elocution (1915), F D'Arcy physician (1935), and from the 1940s to the 1960s operated as the Shelbourne Guest House.¹⁷ The dwelling at 187 appears to have been occupied as a residence between the 1870s and 1965. A comparison between the 1896 MMBW plan (Figure 17) and 1931 aerial photograph (Figure 19) indicates that little change had occurred during the early twentieth century, other than an addition to the rear of 187 Toorak Road. The whole of the site was occupied the ANZ Bank by 1965, which remained the case until at least 1974, when the Sands and McDougall

14 Sands and McDougall Directory, various dates.

15 Sands and McDougall Directory, 1960.

16 Town of Prahran, rate books, 1872, Volume 1, rate nos 252-254, Public Record Office Victoria, accessed via Ancestry, <https://www.ancestry.com.au/search/collections/60706/>, 28 September 2021

17 Sands and McDougall Directory, various dates.

Directories ceased production.¹⁸ During the late 1970s the rear wings of the buildings were removed to create an open carpark to the rear (Figure 23 and Figure 24).¹⁹

36. As they currently present, the semi-detached pair is a two-storey building with a hipped slate roof, with bracketed eaves (Figure 12). The pair presents as largely symmetrical, with classical detailing and ornamentation, particularly to the upper level, projecting bays to the front façade and side entrances accessed through an integrated covered entry (Figure 13 and Figure 14). The original window openings, incorporating timber-framed sashes, at the upper level largely survive (some blocked up). Alterations include the removal of chimneys, re-rendering, overpainting and the introduction of new openings at ground level. To the rear of the site is a car park, accessible from the laneway, with a cyclone wire fence restricting access (Figure 15).

Clocktower Building

37. In the post-war period, between 1951 and 1963, the aerial photographs indicate that the dwelling at 177 Toorak Road had been truncated, removing the rear two hipped roof forms, and a new building (the Clocktower Building) constructed to the north of the site (Figure 21 and Figure 23). It is likely that this building was constructed when the site was amalgamated under the occupancy of the ANZ Bank in the mid-1960s, however this has not been confirmed. It is also understood that this new building was constructed as a three-storey building, with a basement level. In the early 1980s modifications to the building appear to have been undertaken which based on drawings prepared by Robert Grodski & Associates in 1979 involved the demolition of a stair to the south of the existing clocktower, and internal modifications including the addition of new fire isolated stairs.²⁰ The fourth level appears to be existing in these plans but is likely an addition to the building following its initial construction.
38. As it presents to Toorak Road, the Clocktower Building is a four-storey red brick (in part overpainted) structure which incorporates a rendered clock tower reaching approximately five storeys in height (Figure 9 and Figure 16). The upper floor of the building incorporates a row of tinted glazing (likely a later addition), and includes rectangular clear glazed windows at third floor level. The clock tower has a small clock face with Roman numerals and the words 'South Yarra Square' below. The building has a flat roof clad in sheet metal, with an outdoor terrace area to the northern side.

Plaza area

39. Also likely associated with the occupancy of the site by the ANZ Bank in the 1960s, the southern frontage of the site, previously forming the front gardens of the former residences, had been converted for use as carparking by the 1970s while some remnant garden planting remained to the east and west (Figure 23).
40. Between 1974 and 1984, the site was significantly altered, with a roofed structure added between the former residences, and hard paved landscaping undertaken in the front setback to create an open plaza (Figure 24 and Figure 25). In addition, two pavilions were constructed to the east and west of the site to frame the introduced plaza space.
41. Advertisements in newspapers throughout the 1980s and 1990s make reference to a variety of retail and commercial tenancies at South Yarra Square, including restaurants and consulting suites. The Melway Directory from 1987 identifies the property as South Yarra Square, with the address referred to as 177 Toorak Road. A 1998 article advising of the sale of the property in 12 separate

18 Sands and McDougall Directory 1965, 1970 and 1947.

19 City of Stonnington, Building Permit 11877, File number B36600-3077, 1977.

20 City of Stonnington, Building Permit 14044, File number MEL00846977, 1979.

lots provided the following description of the property and an accompanying photograph (Figure 25):

The complex is styled on an Italian piazza, with a number of shops opening onto a courtyard area, at the rear of which is a four-level office tower and a major basement car-park, accessible from the rear.²¹

42. As it currently exists, the Toorak Road frontage of the overall site incorporates a paved plaza area (South Yarra Square) with a central fountain and two large trees located in front of each of the former residences. The plaza is flanked to the east and west by single-storey pavilions (Figure 12), which are rendered, with flat roofs concealed by a parapet. A glazed roof structure extends between the two nineteenth century buildings to the north of the plaza area. This covered area provides access into the Clocktower Building, located to the north of the site.



Figure 8 Recent aerial photograph of the subject site
Source: Nearmap, January 2021

21 'Toorak Road landmark', *The Australian Jewish News*, Friday 8 May 1998, p. 10.



Figure 9 View of the subject site from the opposite side of Toorak Road



Figure 10 View of the subject site showing 177 Toorak Road, the Clocktower Building, plaza and newer development to the western boundary



Figure 11 South (left) and east (right) elevations of 177 Toorak Road



Figure 12 View of the subject site showing 185-187 Toorak Road, the plaza and newer development to the eastern boundary



Figure 13 South and west elevations of 185-187 Toorak Road, showing new openings to ground level and classical detailing to the upper levels



Figure 14 West elevation (left) showing infilled openings to original covered side entrance to 185 Toorak Road (note that the main entrance door and flanking windows have been removed internally); east elevation (right) showing main entrance door and flanking windows to 187 Toorak Road within covered side entrance as originally designed



Figure 15 Carpark to the rear of 185-187 Toorak Road



Figure 16 Rear of the Clocktower Building

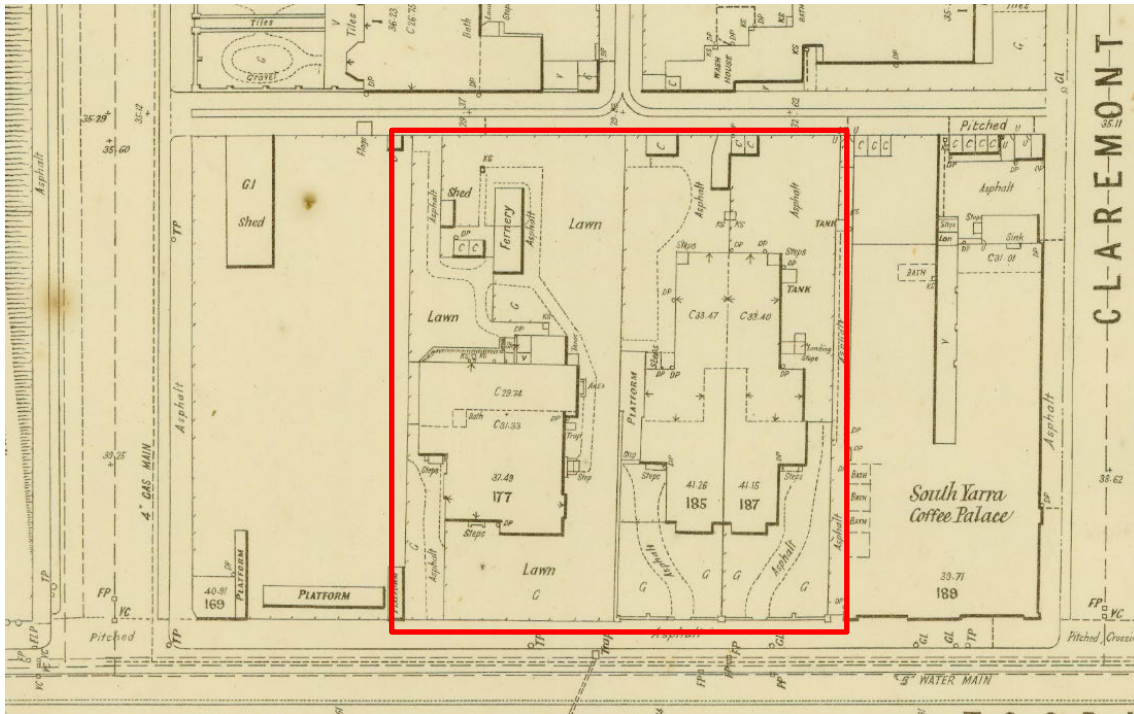


Figure 17 MMBW Detail plan no. 945 from 1896 with the subject site indicated
 Source: State Library of Victoria, Pictures Collection



Figure 18 Toorak Road looking east from near South Yarra Railway Station, c.1905, with the pair of dwellings visible to the left of image
 Source: Stonnington History Centre (PH7180)



Figure 19 Aerial photograph from 1931, showing the addition of the pitched roof structure along the northern boundary of 177 Toorak Road
Source: Landata, Victorian Land Registry Services, Historical Aerial Photography Collection



Figure 20 Aerial photograph from 1945
Source: Landata, Victorian Land Registry Services, Historical Aerial Photography Collection



Figure 21 Aerial photograph from 1951, showing the two separate Victorian buildings on the site, largely consistent with the earlier aerial photographs and 1896 MMBW plan
Source: Landata, Victorian Land Registry Services, Historical Aerial Photography Collection



Figure 22 Aerial photograph from 1963, showing the addition of the building to the north of the site,
Source: Landata, Victorian Land Registry Services, Historical Aerial Photography Collection



Figure 23 Aerial photograph from 1974, showing the front setback used as carparking
Source: Landata, Victorian Land Registry Services, Historical Aerial Photography Collection



Figure 24 Aerial photograph from 1984, showing the carpark to the north-east of the site following the demolition of the rear wings to 185 and 187 Toorak Road
Source: Landata, Victorian Land Registry Services, Historical Aerial Photography Collection

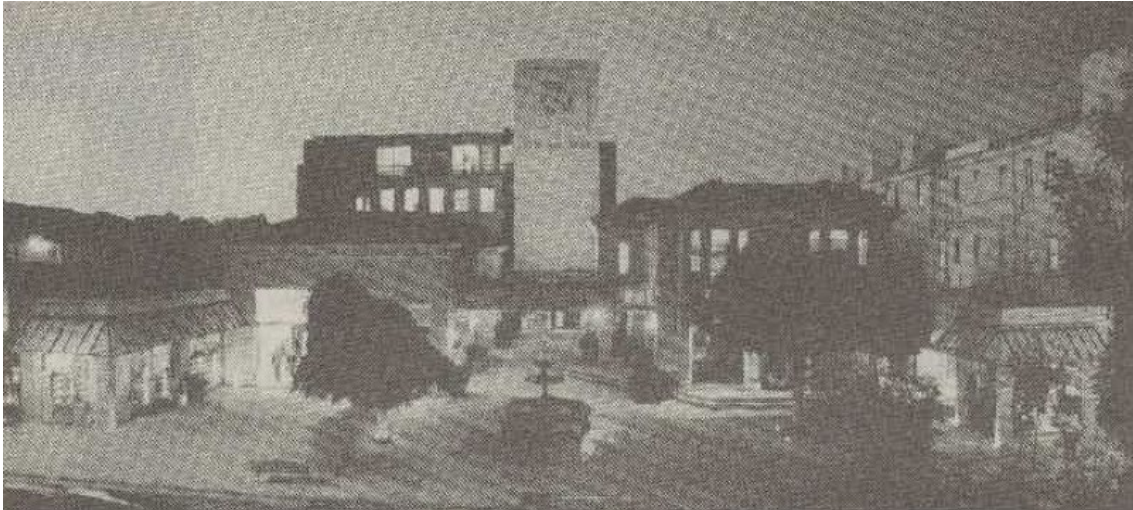


Figure 25 View of the South Yarra Square in 1998
Source: The Australian Jewish News, 8 May 1998, p.10

Streetscape context

43. The broader precinct includes the streetscape generally along Toorak Road between Punt Road and Claremont Avenue, which incorporates commercial and retail buildings generally constructed during the Victorian, Federation and interwar periods (with some later additions).
44. To the west of the subject site, at 169, 171, 173 and 175 Toorak Road is a Tudor revival building, constructed between 1931 and 1945, which includes four retail tenancies (Figure 26). The two-storey building is constructed to the street, with two semi-detached rear wings extending to the north. The hipped roof is clad in terracotta tiles to the outer slopes and sheet metal to the inner (concealed) slopes. The upper storey incorporates exposed timber beams with rendered infill, while the ground floor is of face brick, with glazed shop fronts. This building is identified as a notable heritage place in the revised precinct citation, and a contributory place in the schedule of gradings included in the statement of significance.
45. To the east of the subject site, at 189 Toorak Road is the Claremont Hotel (Figure 27). The three-storey building was constructed in the late nineteenth century as a former coffee palace and incorporates a rendered and highly decorative façade to Toorak Road with two glazed shopfronts, and a central entrance to the hotel at ground level. This building is identified as a significant heritage place in the revised precinct citation.



Figure 26 View of the properties at 169, 171, 173 and 175 Toorak Road to the immediate west of the subject site



Figure 27 View of the former Coffee Palace at 189 Toorak Road

Assessment of heritage significance

46. The Toorak Road Precinct (HO150) has been assessed in the revised statement of significance as meeting the threshold for criterion A (historical), E (aesthetic) and G (social) significance. As indicated above, the assessment of the heritage precinct's overall significance is accepted and is not a matter which will be addressed further in this statement.
47. Within the context of the heritage precinct, the property at 177 Toorak Road has been identified as a contributory place. The site is unusual in the context of the heritage precinct in that it comprises a number of buildings and structures which together form part of the broader complex known as South Yarra Square. As proposed and exhibited, the contributory grading applies to the whole of the property and does not distinguish between the numerous buildings and structures which form part of the site, some of which would not be considered contributory in their own right.
48. It is noted that in reviewing the detailed heritage citation for the Toorak Road Precinct which was exhibited as a supporting document to Amendment C304ston, the subject property and the buildings located within the complex are not specifically mentioned, nor identified, other than ascribing a grading to the broader site as part of the statement of significance. As the property is not specifically identified, it can be concluded that the property makes a negligible overall contribution to the specific values identified as being of significance.
49. The following section considers the subject property, and its component parts, in the context of the Toorak Road Precinct (HO150), and in relation to the contribution that the property makes to the values identified as being of significance.

Historical significance

50. The statement of significance identifies that the precinct is historically significant for its commercial streetscape and urban character developed between the 1860s and 1940s along an early road alignment (formerly known as Gardiner's Creek Road) leading in an easterly direction from Punt Road. The railway line and South Yarra Railway Station are also identified as historically significant features of the precinct as an example of a railway line and station constructed by a private railway company.
51. In considering the contribution the subject site makes to the historical significance of the precinct, the site retains some physical evidence of the original nineteenth century residential development on the site, but the fabric varies in terms of its intactness and ability to demonstrate these origins. Notwithstanding this, the significance of the precinct relates to the commercial buildings and urban character associated with this phase of development which occurred between the 1860s and 1940s. These former residential buildings do not contribute to the commercial development of the streetscape.
52. The single-storey former residence at 177 Toorak Road appears to have been occupied as a residence for a short period, before a longer association commenced with medical practitioners occupying the building during the late nineteenth and early to mid-twentieth centuries. There is no evidence, however, which survives that demonstrates the longstanding occupation and association of the building by doctors and physicians and this is a matter of historical interest only. In its significantly altered form (discussed in greater detail below), the building makes a negligible contribution to an appreciation of the historical development of the precinct, and no contribution to the development of the commercial streetscape along Toorak Road.
53. While also altered at the ground floor level, the former two-storey semi-detached pair of residences at 185 and 187 Toorak Road present as more intact overall and, in comparison to 177 Toorak Road, this pair provides evidence to a higher degree of the early development along Toorak Road which occurred prior to the broader establishment of a commercial streetscape. With the comparatively intact classical ornamentation and upper level fenestration to this building, it can be generally understood as a former residential pair. While the residential nature of the pair does not

contribute to the commercial development of the streetscape, it is accepted that these buildings do make some contribution to the understanding of the early development along Toorak Road and within the precinct.

54. The Clocktower Building to the rear of the site, constructed between 1951 and 1963 and the adjacent car park which replaced the rear wings of 185 and 187 Toorak Road in the late 1970s, were constructed after the period of significance (identified as being between the 1860s to 1940s) and are of no historical significance in a precinct context. Similarly, the pavilions to Toorak Road which frame the central plaza, and the fabric of the plaza itself established between 1974 and 1984, are later additions to the site which replaced the domestic garden settings of the two dwellings and make no contribution to the historical significance of the precinct.

Aesthetic significance

55. The statement of significance identifies the precinct as being aesthetically significant for its commercial development constructed from the mid-nineteenth century, and into the twentieth century. The precinct is considered to be significant for its Victorian, Edwardian and interwar buildings and rich architectural variety.
56. The subject site comprises a number of buildings constructed in different phases. The two main buildings (177 and 185-187 Toorak Road) were originally residences constructed in the c.1870s, which have been subsequently modified for commercial uses and integrated into the broader development of South Yarra Square. The consolidation of the site, including the connection of the former residential buildings by a glazed roof, and the development of the plaza to the Toorak Road frontage (replacing the domestic garden settings of the former residences) have a detrimental impact on the appreciation of the earlier buildings as separate residential buildings. Further, the late twentieth century plaza composition, including the pavilions which were constructed to the east and west to frame the open space, detract from the presentation of the earlier buildings and present as intrusive additions to the site.
57. The significant alterations to 177 Toorak Road have removed all evidence of the residential origins of the building, with the exception of the hipped roof form and bracketed eaves. The alterations to the building have resulted in the loss of all window and door openings, including what is likely to be the secondary entrance associated with the doctor's rooms or surgery; a change to the solid to void relationship to the visible elevations; the removal of all ornamentation which is likely to have been applied to a building of this period, including the shallow bays or breakfronts evident in the MMBW plan; the removal of all chimneys and the rear extent of the building; and the replacement of its garden setting with a paved plaza. The retained roof form no longer relates to the remainder of the building fabric, which adopts a modern commercial presentation. The aesthetic integrity of the building has been severely compromised and in this altered form it does not contribute to the aesthetic values of the precinct. The building also makes no contribution to the aesthetic significance of the precinct associated with the commercial development along the streetscape.
58. While also altered at ground floor level, by comparison, the original form and design of the residential pair at 185 and 187 Toorak Road is still broadly legible, with its distinctive first floor level retained substantially intact, including the classical moulded ornamentation, fenestration and window joinery. This building can be understood as a remnant of the residential development along Toorak Road and does make a contribution to the diversity of the architectural and aesthetic values of the precinct.
59. The Clocktower Building and car park to the north of the site date from the post-war period and late twentieth century and do not contribute to the aesthetic significance of the precinct.

Social significance

60. The statement of significance identifies the precinct as being of social significance for its value to the local community and continued use as a shopping strip and meeting place. The manner in

which this value was determined has not be clearly outlined, and as characterised in the precinct citation, these values are generalised and relate to the community’s access to a range of services and amenities including restaurants, shopping and transport, rather than particular buildings *per se*. The manner in which the statement of significance presents this as a value, relates to the overall use and sense of community attachment to the precinct, rather than as relating to the built form of the precinct. There is no reference to the subject site in the discussion of social value, and on this basis the subject site (as an individual component within the broader precinct) is not considered to contribute to this aspect of significance.

Recommended modifications

- 61. On the basis of the discussion above, and in considering the contribution that the site makes to the significance of the broader Toorak Road Precinct (HO150), it is considered that further clarity with regard to the grading of the property is provided within the statement of significance which is to be incorporated into the Stonnington Planning Scheme, and that the northern portion of the site is excised from the precinct. These recommended modifications are discussed in more detail below.

Property Grading

- 62. One of the objections identified in the submission made in relation to C304ston by SJB Planning related to the identification of the whole of the property as contributory, with no regard to the individual components of the site. In response to this objection, the City of Stonnington noted:

The extent to which individual components of the site are considered contributory will be assessed at planning permit application stage.²²

- 63. There is a fundamental issue with this response by Council. The exhibited Amendment C304ston seeks to introduce a Statement of Significance for the Toorak Road Precinct (HO150) as an incorporated document to the Stonnington Planning Scheme. It is reasonable to expect that an incorporated document includes correct and relevant information as this document will be relied on to assist with assessing and determining any future planning permit applications. In addition, as an incorporated document, the statement of significance has the same weight as other parts of the planning scheme, and therefore the references to property gradings need to be accurate and specific. As a revised statement of significance has been prepared, and Amendment C304ston is underway, it is an appropriate time to include all relevant information in the document to ensure that future decisions in relation to the subject property are made in an informed manner.
- 64. Accordingly, it is recommended that the schedule identifying the property gradings is updated in the heritage citation and the statement of significance (which is to form the incorporated document) to state the following (this is also visually represented at Figure 28):

<p>177 Toorak Road, comprising:</p> <ul style="list-style-type: none"> • Former residence to the west of the site (177 Toorak Road) • Former residences to the east of the site with an open setting to Toorak Road (185 and 187 Toorak Road) • Single-storey pavilions and fabric of the plaza 	<p>Non-contributory</p> <p>Contributory</p> <p>Non-Contributory</p>
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²² City of Stonnington, Ordinary Council Meeting, 1 March 2021, Agenda Item , Attachment 14.2.3 pp. 3-4

Clocktower Building and carpark

65. A further objection raised in the SJB Planning submission related to the inclusion of the Clocktower Building within the heritage precinct. In response to this objection, the City of Stonnington noted:

Within an HO Precinct, it is typical to incorporate the full title boundary within the Heritage Overlay (rather than to adopt a polygon approach). This assists in avoiding confusion over what is identified in the precinct and what is not and ensures any planning permit application concerning the site responds appropriately to its heritage context.

66. It is accepted that the typical approach to the application of the Heritage Overlay is to include the full title boundary, however the *Planning Practice Note 1: Applying the Heritage Overlay* (PPN1) does allow for a modified approach where land or structures are of no significance. The PPN1 suggests the steps for establishing a curtilage and the applicable polygon to be applied to a heritage place, which includes:

1. Review the heritage study documentation and ask the question 'What is significant?'. The polygon should capture those elements of the place that are significant...
2. In addition to capturing the elements that are significant, it is almost always necessary to include a curtilage to:
 - Retain the setting or context of the significant building, structure, tree or feature
 - Regulate development (including subdivision) in proximity to the significant building, tree or feature
3. Where possible, uncomplicated and easily recognised boundaries (such as a fence line) leave little room for potential dispute in terms of the land affected by any future Overlay.
4. Use aerial photos where they exist to assist in identifying a reduced curtilage.
5. Where access is possible, 'ground truthing' may be of assistance.
6. Explain the basis for the reduced curtilage polygon in the heritage study documentation
7. Where questions might arise in the future as to the extent of the polygon shown on the planning scheme map, use the entry in the Schedule to the Heritage Overlay (ie. column two) to specify the area covered by the polygon...²³

67. As it currently applies, and as exhibited, the extent of the Toorak Road Precinct (HO150) applies to the full extent of the subject property. However, Amendment C304ston does seek to modify the boundary of HO150, by including a further extent of the South Yarra Railway Station and properties to the west of the existing precinct, and removing properties located in Avoca Street. Given the boundaries of the precinct are currently under review it is reasonable to reconsider the application of the Heritage Overlay to this large site, and whether it is appropriate to include within the precinct boundary.

68. In the case of the subject site, and considering the steps outlined in PPN1, the Clocktower Building and carpark located to the northern half of the site do not contain fabric or form part of the site which contributes to the values and significance of the heritage precinct, and do not form a significant setting to the remaining contributory building (185 and 187 Toorak Road) on the subject

²³ DELWP, *Planning Practice Note 1: Applying the Heritage Overlay*, August 2018 p. 6.

site. Nor does the Clocktower Building or carpark contribute to or provide a significant setting to other contributory or significant buildings located within the precinct. Rather, these components of the site are understood as part of a broader backdrop of more recent development of contrasting scale and form, as for the high-rise building on the site immediately north of the contributory building at 171 Toorak Road (noting that this property has not been graded as part of the precinct, but is not identified as being excluded from the precinct in the exhibited deletion maps).

69. The contributory building on the site (185 and 187 Toorak Road) was truncated to establish the carpark to the north, and accordingly the northern aspect of this building has been considerably changed. Given the extent of change to the north, it is considered that only a nominal curtilage is required as there is not a significant context or setting which requires protection. It is notionally recommended that a curtilage of 3 metres from the northern elevation of the contributory would be appropriate, with the whole of the Clocktower Building excluded. The recommended amended extent is shown indicatively at Figure 28. Alternatively, the alignment of the principal southern façade of the Clocktower Building could be identified as the northern boundary of the precinct.
70. While the excision of the northern portion of the site from the heritage precinct would remove the requirements of the Heritage Overlay from this portion of the site, it is noted that the whole of the site is included in the Activity Centre Zone (ACZ) and is subject to Schedule 1 of this zone: Chapel Street Activity Centre. Schedule 1 to the ACZ includes land use and development objectives and specific policies which address heritage matters and requires potential new development to respond to places of heritage significance. Accordingly, the inclusion of the northern portion of the site within the heritage precinct is not required to ensure that heritage matters are addressed in a potential future planning permit application.
71. It is further noted that a similar approach has been taken in relation to the South Yarra Railway Station, whereby the exhibited map includes the application of the Heritage Overlay to the extent of the canopies over the platforms, but not to the full extent of the platforms which extend further north. This is a reasonable approach which applies the Heritage Overlay to elements which contribute to the significance of the place, and excludes elements which do not. A similar approach is reasonable for the site at 177 Toorak Road.



Figure 28 Recommended extent of the Heritage Overlay and gradings for the building components of 177 Toorak Road, within the broader extent of HO150
Source: Nearmap, January 2021

Conclusion

72. The subject site is one which accommodates a number of buildings and structures, which together form the complex known as South Yarra Square. The individual components of the complex, however, vary in terms of their date of construction and intactness. As exhibited, the whole of the property is to be identified as a contributory place within the Toorak Road Precinct (HO150), with no distinction between the individual components that comprise the complex.
73. As part of Amendment C304ston, a statement of significance, including a schedule of property gradings, has been prepared which is to be introduced to the Stonnington Planning Scheme as an incorporated document. It is important that this document accurately reflects the grading of properties within the precinct a greater level of clarity is required to identify what elements of the site are considered contributory, and those which are not considered to contribute to the significance of the precinct.
74. In addition, given that the boundaries of the heritage precinct have been reviewed and are under consideration as part of Amendment C304ston, it is important to identify what is significant about the precinct and to include elements which contribute to the significance of the place. The Clocktower Building and car park to the north of the site are mid to late-twentieth century additions and do not contribute to the significance or values ascribed to the heritage precinct. The northern portion of the site can reasonably be excised from the heritage precinct, and the existing ACZ1 that applies to the whole of the site will ensure that heritage matters are considered in the context of a potential future planning application.
75. On the basis of the above, and in summary, the recommended modifications to the exhibited extent of the Toorak Road Precinct (HO150) and the statement of significance are identified below:
 1. The excision of the northern portion of the property from the heritage precinct, on the basis that this portion of the site and the existing mid-twentieth century building does not contribute to the significance of the precinct.

2. The retention of the southern portion of the property within HO150 and the inclusion of the following clarifications in the schedule of properties, which forms part of the Statement of Significance:
 - Identification of the former Victorian residences at 185-187 Toorak Road with an open setting to Toorak Road as contributory.
 - Identification of the former Victorian villa at 177 Toorak Road as non-contributory.
 - Identification of the east and west pavilions, the fabric of the plaza as non-contributory.

APPENDIX A EXHIBITED TOORAK ROAD PRECINCT (HO150) HERITAGE CITATION

TOORAK ROAD PRECINCT HO150

Prepared by: Context

Survey Date: June 2020

Place Type: Commercial

Architect: --

Significance level: Significant

Builder: Various

Extent of overlay: See precinct map

Construction Date: 1858-1940



HO150 - Toorak Road Precinct SOUTH YARRA



Figure 1. Toorak Road, South Yarra, looking east from Avoca Street. (Source: Google, July 2019)

HISTORICAL CONTEXT

The City of Stonnington is the traditional country of the Woi wurrung and Boon wurrung peoples. They belonged to a larger affiliation of five central Victorian tribes known as the Kulin Nation. Archaeologists believe that Aboriginal people have been in Victoria for more than 30,000 years. Throughout this long history their relationship with the landscape (where and how they lived) has changed according to factors such as climate change, resource availability, and cultural change. It is possible, however, to assume that the land of the Kulin has been occupied for many thousands of years (Context 2006:10).

The study area is identified in *Stonnington's Indigenous History* as one of the important Aboriginal sites in the municipality. The gully near the junction of Toorak Road and Chapel Street was an Aboriginal camp site set in tea-tree scrub which was used by Aboriginal people visiting from Gippsland. Within the study area, sites of importance include the campsite of Derrimut in the banks of the swamp at Yarra Street, now the site of Melbourne High school, alongside the South Yarra Railway Bridge (Clark and Tostanski 2006:32). Derrimut was a Yalukit-willam clan-head who belonged to the Boonwurrung language group. Specific sites in the Yalukit-willam estate personally associated with Derrimut included the south bank of the Yarra River, from the punt at South Yarra to the Yarra wharf, where steamers moored (Clark and Tostanski 2006:6). A member of the Native Police Corp, Beruke's (or Gellibrand's) site of burial is also within the study area, at the former South Yarra Depot site near the south end of Clara Street along the railway. Beruke was buried there on 14 January 1852 (Clark and Tostanski 2006:32).

The municipality of Prahran

At the time of the area's first Crown land sales in 1840, South Yarra fell within what was then known as the Parish of Prahran, comprising today's South Yarra and parts of Prahran and Windsor. Crown land sales signalled the end of the area's brief pastoral history, as its situation at Melbourne's eastern fringe and advantageous position alongside the Yarra River made it an attractive location for settlement (Context 2006:30; *Australasian Chronicle* 20 March 1841:4).

Development of the Parish began in the west, gradually moving east as metropolitan Melbourne continued to expand. In 1854 the Prahran Road District, an early form of local government in Victoria, was proclaimed and road boundaries were redefined from those established by Government Surveyor Robert Hoddle in 1837 (*Government Gazette* 1854). At this time Toorak Road was known as Gardiners Creek Road, an early track connecting St Kilda Road in the east with Gardiners Creek in the west (Context 2006:47). The Prahran Road District became the Municipality of Prahran in April of 1855 and comprised the same area, bounded by Punt Road in the west, the Yarra River in the north, Dandenong Road at the south and what is now known as Kooyong Road in the east (*The Banner* 26 May 1854:8).

Prahran was among the earliest local government authorities created in Melbourne, and one of its first orders of business was to address drainage problems in low-lying areas; an issue which polarised residents with property on higher ground (Cooper 1924:55-84). Conflict over fund allocations delayed the appointment of a Municipal Council, which was finally elected in February of 1856 with merchant FJ Sargood as Chairman (Cooper 1924:55-84).

Prior to the construction of a town hall, early meetings of the Prahran Municipal Council were held at the Prince Albert Hotel on Chapel Street and subsequently at the Mechanics' Institute built on Chapel Street (later moved to High Street) in 1856 (*The Argus* 21 February 1856: 5; *The Argus* 1 April 1856:4). In 1861 the Town Hall, Council Chambers and offices designed by architects Crouch and Wilson were opened, situated near the corner of Chapel Street and Greville Street, Prahran (Cooper 1924: 112-13). The building was extended and renovated in the 1880s following the elevation of the municipality to a City in 1879 and was partially rebuilt after a fire in 1916 (Context 2006: 68).

Prahran maintained its designation as a City up until the current City of Stonnington was formed from the Cities of Malvern and Prahran in 1994, as part of the State's restructure of municipalities.

Following Hoddle's plan

Toorak Road formed the southern boundary of 22 large allotments divided up for the Parish of Prahran's first Crown land sale in June of 1840, extending between Punt Road in the east, Gardiners Creek in the west and sloping towards the Yarra River and Gardiners Creek in the north, providing water access at each property. Of the 22 allotments, six alone spanned the section between Punt Road and Chapel Street, South Yarra, which were taken up by Browne, Brewster, Griffiths, Deane, Howe and Forrest (see Figure 2). Crown land sales quickly established the desirability of the 'high ground' along the south banks of the Yarra as the favoured residential domain of many of the most wealthy and influential people in early Melbourne society (Context 2006:42).

Once used as an early east-west route to Dandenong, Toorak Road became an increasingly important thoroughfare with the construction of grand estates overlooking the Yarra River, such as *Avoca* at 8 Gordon Grove, built c.1848 (HO45) which survives today. Toorak Road's western end was the first road in the Parish to be graded and surfaced, after the Governor of Victoria took up residence in *Toorak House* at 21 St Georges Road, in 1854 (HO99; Malone 1982:10). Other notable dwellings were *Richmond House* at 56 Avoca Street (HO5), the house at 64 Avoca Street (HO6), *Caroline House* at 74 Caroline Street as well as residences at 75 & 76 Caroline Street (all HO355). Following extensive estate subdivisions during the 1850s, particularly in Avoca, Caroline and Murphy streets smaller residences were erected along the side streets of Toorak Road.



Figure 2. Excerpt of Prahran Parish Plan showing six allotments to the north of Toorak Road below the Yarra River, between Punt Road and Chapel Street. (Source: PROV)

Although Gardiners Creek Road was commonly referred to as Toorak Road from the 1850s, use of the old name continued up until 1898 (Lay 2003:150-1). Kearney's 1855 map of South Yarra shows buildings along and in the vicinity of Gardiners Creek Road, as well as the extent of Crown Allotment subdivisions defined by newly formed side streets (Figure 5). The map also shows the original South Yarra Inn – later

known as the South Yarra Club Hotel, Hatter's Castle and Trekker's Inn – on the corner of Punt and Toorak roads, opened in 1853, which was demolished and replaced by the current hotel building in 1892. This hotel would have been a commercial landmark of the burgeoning settlement at Gardiners Creek Road, providing accommodation and refreshments for travellers.

Prahran's 1860 street directory lists exclusively commercial and retail premises along Gardiners Creek Road on the north side, concentrated between Punt Road and Caroline Street, which ranged in rateable value from £30 to £140 (RB38-48). At this time the south side of Gardiners Creek Road was characterised by commercial premises, sparsely disbursed along the length of the Precinct between Punt Road and Osborne Street (S&McD).



Figure 3. South Yarra Club Hotel c.1860s on the corner of Punt and Toorak roads. (Source: SHLC reg. no. 12305)



Figure 4. The current South Yarra Club Hotel building at the same site c.1895, having replaced the earlier building in 1892. (SLHC reg. no. 7430)

PLACE HISTORY

Development of the Precinct was stimulated in 1860 with the construction of a timber bridge over Gardiners Creek at Toorak Road. This was followed by the opening of South Yarra Railway Station later that year, located on the north side of Toorak Road between Darling and Yarra Streets, which substantially improved access to the area and adjoining localities (Context 2006:46-7). The 1865 municipal rate book shows a dramatic increase in commercial and retail occupation at the Punt Road end of the Precinct, with development of brick manufacturers, market gardens and other industries focussed in the east to take advantage of the new railway (S&McD). An example of early Victorian commercial premises within the Precinct are the pair of adjoined shops at 19-21 Toorak Rd, constructed c.1858 for chemist Charles Ogg (RB41-42). Ogg ran his business out of the 6-roomed premises at number 21 for several decades and leased the smaller 3-roomed premises at number 19, and is presumably the namesake of the present 'Oggs Pharmacy' at 189 Toorak Road (S&McD). Other early buildings are at 70-74 Toorak Road.

Early private railways

Prior to the development of State railway systems in the late nineteenth century, rail travel was introduced to Victoria by private companies during the 1850s. This was the case at Gardiners Creek Road, where in 1860 the Melbourne and Suburban Railway Company opened a railway line through Richmond to South Yarra, Prahran and Windsor (*The Argus* 18 June 1859:5). This line ultimately superseded the connection to Windsor that was constructed by the St Kilda and Brighton Railway Co from St Kilda and opened in 1859 (Context 2006:53).

The location of South Yarra Station is shown on the Prahran Parish Plan on the north side of Toorak Road immediately east of Darling Street, which was constructed in 1862 by the same private company, the Melbourne and Suburban Railway Company (see Figure 2). The building now known as the 'old' South Yarra Station at 163 Toorak Road is thought to be one of only two surviving stations in the metropolitan area that were originally built by private companies (Tonkin 2016). Its purpose was to serve the new

Melbourne to Brighton Railway opened that same year to accommodate increased patronage south-east of Melbourne.

The railway played an important role for the municipality, encouraging residential and commercial development by allowing people to settle in the area within an easy commute to work in other parts of Melbourne. Public transport also provided an influx of shoppers to South Yarra, stimulating economic activity especially for streets in the station's immediate vicinity.

The 'old' station is not operational and no longer forms part of the current South Yarra Station complex that was altered in 1883, 1915-16 and again in 1918 to accommodate the growth of the railway system (Tonkin 2016).

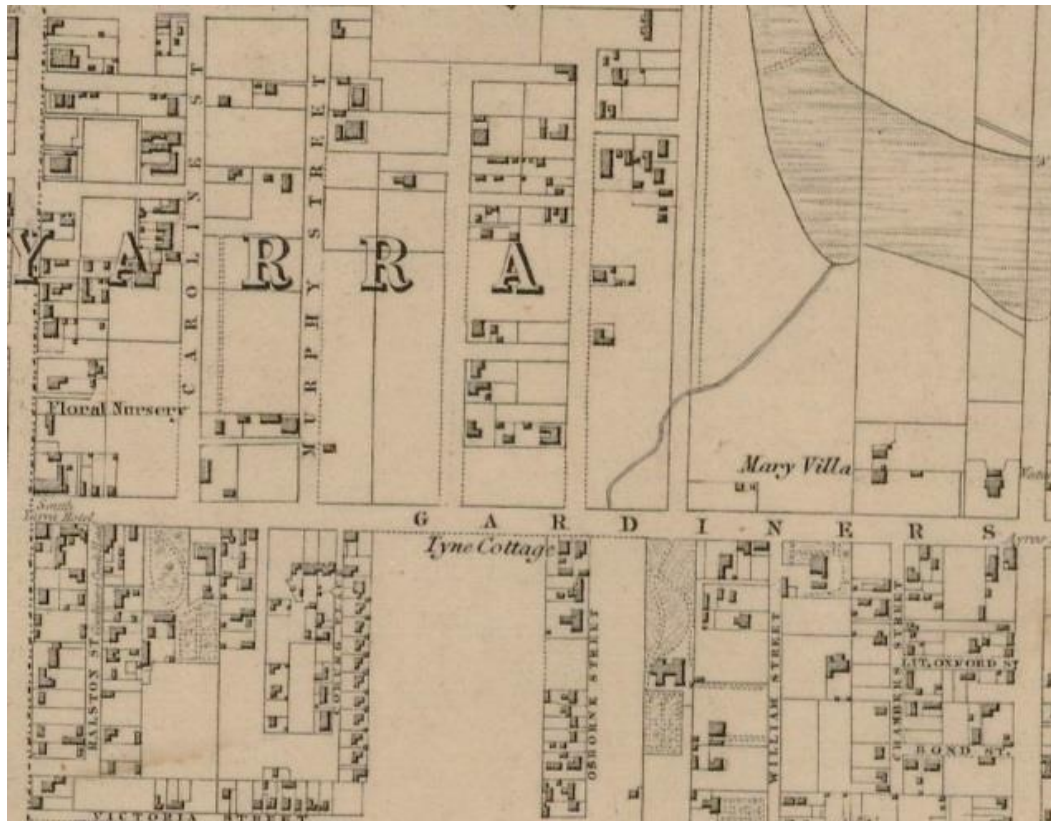


Figure 5. Excerpt from Kearney's Melbourne & Suburbs Map 1855, showing established residences and commercial premises between Punt Road and Chapel Street on either side of Toorak Road, then still known as Gardiners Creek Road. (Source: SLV)

Creating specialised shopping centres

In the wake of the Victorian gold rush, the era of 'Marvellous Melbourne' saw rapid development of South Yarra, where the wealth and optimism of the 1870s-80s reached its full potential. This period saw expansion of infrastructure established in previous decades by improvements to public transport systems, and the beginnings of grand shopping districts along Chapel Street, Glenferrie Road and Toorak Road (Context 2006:170).

Many shop owners erected premises with flamboyant facades along Toorak Road during the 1870s and 1880s, reflecting the prosperity of the period (current HO150 citation).

The substantial South Yarra Coffee House (former) building was erected during this period at 168-170 Toorak Road, on the corner of Claremont Street. The Coffee Palace was constructed by the Prahran Home and Coffee-house Company Limited in 1885-6 and opened in February of 1887 (*Argus* 2 February

1887:4). At the time of its opening, the building – which had a rateable value of £900 the previous year (RB271) – was described in detail:

The front elevation is in the classic style of architecture, freely treated, and the centre pediment is surmounted by a colossal figure of Britannia 8ft. in height. On the ground floor is an entrance hall 9ft. i 42ft paved with tessellated tiles and richly ornamented in the Corinthian style of architecture (Argus 2 February 1887:4).

By the turn of the Century, the Coffee Palace had been converted to the Britannia House, and is now occupied by shops at street level with the Claremont Guesthouse above.

A notable example of architectural experimentation within the Precinct can be found at 162 Toorak Road, where the former South Yarra Post Office was constructed in 1892-93 to the design of Public Works Department architect, AJ McDonald (VHR H0210).



Figure 6. Photograph of Toorak Road c.1905, looking east from South Yarra Station, showing a side view of Britannia House on the left of the image and the Savings Bank on the right. (Source: SLHC, reg. no. PH7180)

Prahran was declared a Town in 1870, a City in 1879 and its population almost doubled in the decade to 1891 (Cooper 1935:212). Proximity to the rail services was a major selling point used by estate agents in all parts of Melbourne, and residential subdivisions closest to the stations generally sold first. The introduction of special workingmen's fares in 1882 also encouraged workers to settle in suburbs along rail routes, enabling people to move out from the inner areas where they worked (Priestley 1984:152). The development of large parts of the eastern end of the municipality stalled as a result of the 1890s' economic depression and it was not until the early years of the twentieth Century that the promised patronage for the new railway lines eventuated.

The substantial State Savings Bank at 168-170 Toorak Road, was erected close to the railway on the south side of Toorak Road during this period, constructed c.1890 (S&McD). The 11-roomed building had a rateable value of £200 the year after its construction, and has been captured in historic images of the streetscape (see Figure 6, Figure 7 & Figure 8).

Williams & Co Estate Agents also established themselves close to the railway at the site now known as 155-157 Toorak Road, in a two-story Gothic Revival building constructed c.1878. A c.1953 historic photograph of the Toorak Road streetscape shows a small brick building bearing Williams & Co signage occupying the approximate site of 159-161 Toorak Road, indicating that the business operated out of multiple premises (see Figure 9). Williams & Co Estate Agents (now Williams & Batters) continue to occupy their two-storey offices at 155-157 Toorak Road today (see Figure 10).



Figure 7. Photograph of State Savings Bank at 168-170 and garage at 172 Toorak Road, South Yarra, c.1920 looking west. (Source: SLV)



Figure 8. Detail of entrance to State Savings Bank at 168-170 Toorak Road, South Yarra, taken c.1986. (Source: Colin Caldwell, SLV)



Figure 9. Williams & Co Estate Agents premises c.1953, shown at a small brick building at the approximate site of 159-161 Toorak Road. (Source: Lyle Fowler, SLV)



Figure 10. Williams & Co Estate Agents premises at 155-157 Toorak Road c.1950. (Source: Lyle Fowler, SLV)

Developing State railway systems in the late nineteenth century

In 1878 the Victorian Government purchased the existing railways that ran through Richmond to South Yarra, Prahran and Windsor, as part of a plan to build a line through Oakleigh to Gippsland. The new Oakleigh line, which was opened in 1879, ran through Malvern, Armadale, Toorak and Hawksburn to join the existing line at South Yarra. The opening of the Oakleigh line coincided with the land boom that saw huge urban growth in Prahran generally, and the route of the line from Gippsland was the subject of

considerable political lobbying as land developers sought to have it run through their proposed estates (Context 2006:53).

The new link from South Yarra to Oakleigh, completing the line to Gippsland, was opened in April 1879 (Harrigan 1962) and this would have necessitated the construction of more platforms at South Yarra. Substantial cutting also took place at South Yarra to accommodate the line, where over 50,000 cubic yards [sic] of earth were removed for its construction (*The Argus* 9 January 1879:6). The sheer amount of earthworks and engineering that went into installing it demonstrates the importance of the railway network not only to Melbourne, but also to Victoria. The William Street Bridge was constructed to accommodate the line, and was described as ‘an iron girder bridge 25ft. wide, with a footpath on each side’ (*The Argus* 14 September 1878:8).

Lovers Walk

It is unclear exactly when the Lovers Walk pathway was constructed, but is highly likely to date from the period after 1879 when the Victorian government’s new railway link from South Yarra to Oakleigh was opened. A Melbourne and Metropolitan Board of Works Detail Plan completed in 1895 (see Figure 11) shows the pathway – labelled as Lovers Walk – running parallel with the railway line between Toorak Road and Chapel Street (MMBW Detail Plan 950, 1895). Council records held by the City of Stonnington have identified the earliest known written reference to ‘Lovers Walk’ by name, in the form of a letter addressed to the Mayor of Prahran dated June 30, 1887. The letter, written by the keeper of the Imperial Hotel on Chapel Street, states:

Will you allow me to call your attention to the terrible state of the walk and right of way leading from Yarra Railway Station Toorak Road to Chapel Street alongside of the Railway known as “Lovers walk”. At the present time and generally in bad weather, it is in some places almost impassable particularly for women and children... (Transcript of letter to Mayor of Prahran, 30 June 1887).

Reference to the section of pathway being ‘known as “Lovers walk”’ in the letter indicates the name was in popular – but perhaps not official – use prior to this written reference. Its title was likely coined due to the relative seclusion of the ‘ill-lighted’ thoroughfare as an ideal place for lovers to meet in private, ‘having on one side the railway line, and on the other the back fences of a number of houses’ (*Ballarat Star* 12 March 1901:3).

Newspaper articles dating from the late-nineteenth century describe Lovers Walk as a ‘narrow footway leading round the crown of the [railway bridge] embankment’, illustrating its utility value for train passengers as a shortcut to South Yarra Station (*Age* 3 November 1894:7; *Age* 23 December 1897:5). Later articles c.1912-13 contain public outcry over a proposition to close Lovers Walk, which ended with the Railway Commissioner agreeing to maintain the laneway if the local Council would not (*Age* 19 November 1912:10; *Malvern Standard* 21 December 1912:3; *Malvern Standard* 13 September 1913:5). Historically, Lovers Walk has also experienced its share of criminal activity, including child abandonment, robberies and assaults (*Age* 3 November 1894:7; *Prahran Telegraph* 14 September 1907:4; *Ballarat Star* 12 March 1901:3; *Age* 8 January 1938:14; *Age* 10 April 1926:18).

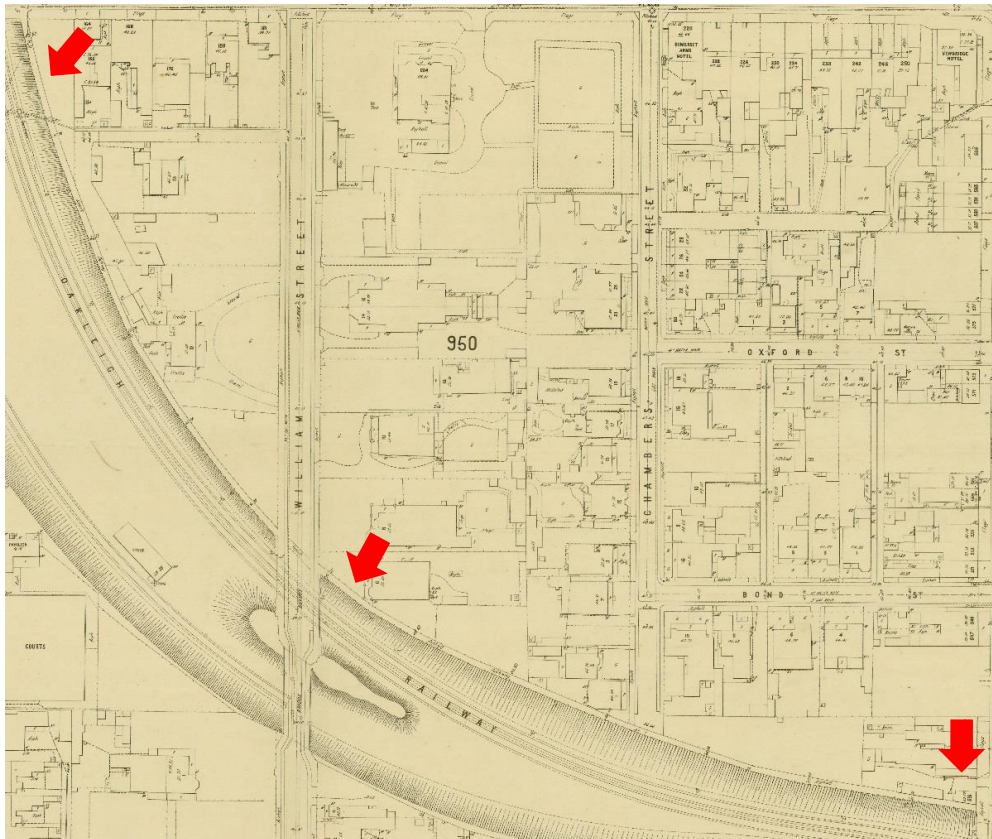


Figure 11. MMBW Detail Plan 950, 1895, with red arrows indicating position of Lovers Walk alongside the railway line between Toorak Road and Chapel Street. (Source: SLV)

It is not known when the Lovers Walk name plaques were installed at each entry point to the pathway by the City of Prahran however it is known that this was done sometime in the late 1980s. Up until recently Lovers Walk today was a well-used short cut between Toorak Road and Chapel Street connecting South Yarra Station with Chapel Street with the tree plantings and greenery along the railway line providing a contrast to the surrounding urban streetscapes (Context 2016a).

In 2016, Context undertook a survey of community values and associations for Toorak Road and Lovers Walk. Results of the survey found Lovers Walk to be of Social Significance to the local and visitor community as a named place that is a marker of South Yarra. The valued attributes of Lovers Walk were the name plaques at each entry point to the pathway located at Chapel Street, Toorak Road and either side of William Street. The name plaques have become a widely known and symbolic feature of Lovers Walk and embody shared meanings for the local and visitor communities, by inspiring personal reflection on relationships and companionship. The name plaques are significant in their own right against this indicator. Conversely, the Walk also holds negative associations for the local community, being a secluded area known for incidents of crime, historically and up to the present (Context 2016b).

Lovers Walk has been significantly impacted by the Metro Tunnel Project. The Metro Tunnel is a metropolitan rail infrastructure project currently under construction in Melbourne. It includes the construction of twin 9-kilometre rail tunnels between South Kensington Station and South Yarra with the southern portal for the tunnel being located to the south of South Yarra Station. This has resulted in the closure and demolition of Lovers Walk between Toorak Road and Chapel Street including the removal of the Lovers Walk name plaques and portal entries (with the exception of the plaque in the footpath and portal entry at the Toorak Road entrance), the path itself and most vegetation (there is a small section of extant vegetation adjacent to the Toorak Road entry point). Whilst it is understood that it is planned to

restore the Lover Walk pedestrian link from Toorak Road to Chapel Street, no documents supporting this could be found. At this stage, the proposed completion date for the Metro Tunnel is late 2025.

The removal of all infrastructure and vegetation associated with Lovers Walk has had a significant negative impact on its heritage values.

Serving local communities

After the interruption caused by the 1890s' depression, the Federation of Australia in 1901 ushered in a new period of growth and optimism. Perhaps the most significant event during this period was the Cities of Malvern and Prahran cooperating on a venture that would have a profound effect on the development of Toorak Road and beyond; the creation of the Prahran & Malvern Tramways Trust (Context 2006:171). Increasing prosperity and improvements to public transport meant that working class people could afford suburban homes.

As was the case when the railway at South Yarra opened, establishment of the Tramways Trust in 1910 brought new patronage to the commercial precinct at Toorak Road. Melbourne & Metropolitan Board of Works (MMBW) plans dating to the turn of the Century show very few vacant allotments fronting Toorak Road between Punt Road and Chapel Street, which left little space for new development. The built character of this area today retains little of the Federation and Edwardian eras, though a former garage located at 172-176 Toorak Road constructed by 1910 (S&McD; Age 12 July 1910:11), now an IGA, remains next to the State Savings Bank today (see Figure 9).

Toorak Road holds a collection of interwar buildings that either took up vacant allotments, or replaced earlier buildings as new developments. Examples within the Precinct include a number of interwar commercial premises on the south side of Toorak Road, between Ralston Street and Myrtle Street.

Tudor Revival style premises constructed sometime during the 1930s can also be found on the corner of Toorak Road and Yarra Street, (Figure 12). The shops at 169-173 Toorak Road South Yarra have modelled themselves on a Tudor revival style that was popular in neighbouring Toorak.

The City of Prahran generally was a municipality known for its enterprise, solid commercial reputation and fair trading, attracting customers from distant suburbs; as a result, Toorak Road continued to thrive well into the twentieth century (Cooper 1924:269).

Twentieth century railway improvements

Major alterations were made to South Yarra Station in the early-twentieth Century to accommodate the duplicated service to Caulfield, which required additional space for new platforms (Tonkin 2016). In 1913 it was reported that a new eastern platform (now platform 6) would be constructed, which would encroach on the roadway at Yarra Street, resulting in the current layout where there is no pavement on the west side of Yarra Street (*Prahran Telegraph* 11 October 1913). These additions provided two new platforms (now 5 and 6) with covered ramps from the new concourse, booking office and entrance off Toorak Road (South Yarra Station citation).



Figure 12. Photograph of interwar Tudor Revival style commercial buildings at 169-173 Toorak Road, captured in the c.1980s. (Source Rennie Ellis, SLV)

Apart from the extension of lines, one of the biggest projects undertaken by the Victorian Railways in the early twentieth Century was the electrification of the network (Context 2006:54). Work on the electrification of Melbourne's suburban railways was planned as early as 1914, but was delayed by the First World War. In May 1919 Melbourne's first electric train service ran on the Essendon to Sandringham line, through South Yarra to Windsor (*Sun* 30 April 1919:7). The Dandenong line, including the South Yarra to Malvern section, was electrified in 1922, as was the line to Darling (Fiddian 1997:57).

Up until recently, the railway reserve at South Yarra contained a vacant parcel of land between the Brighton and Oakleigh railway lines. An 1895 MMBW plan shows the site was occupied by tennis courts at that time, but was at some point converted to landscaped, open space (MMBW Detail Plan 950). It is unclear when this conversion took place, however; an aerial photograph taken between 1920 and 1954 shows the tennis courts still in place amid residential houses to the south and some simple landscaping to the north (see Figure 13).



Figure 13. Aerial photograph of railway reserve between Oakleigh and Brighton railway tracks showing tennis court and minor landscaping, taken c.1920-1954. (Source: Charles Daniel Pratt, SLV)

In the early-twentieth century, gardens were created around many railway stations in Victoria after the Victorian Railways commenced an initiative to beautify the vacant spaces in and around railway stations. In 1905 about £1000 was set aside, which had more than doubled to £2200 by 1910, when a railway nursery had been established under the charge of Mr G Allen. (Newmarket Railway Station Complex, Hermes No. 196263).

The 2016 Context survey found that the landscaped South Yarra Siding railway reserve was valued by the local community as a quiet, green space away from the urban bustle of Toorak Road, and contributed to an overarching appreciation of greenery and plantings that are seen as a signature of the South Yarra locality. Specific attributes of this value were the plantings along the railway fence line and Lovers Walk, as well as the open green space at the landscaped railway reserve (Context 2016b).

While the parcel of land between the Brighton and Oakleigh railway line remains, works associated with the Metro Tunnel have resulted in the loss of all vegetation and landscaping. Furthermore, development has been approved to build over the existing rail corridor opposite South Yarra Station (Application No. 0687_17). When realised, this development will result in the loss of views over the reserve from Toorak Road.

These changes have a significant negative impact on the heritage values of the South Yarra Siding Reserve, both today and into the future.



Figure 14. Aerial image showing the impact of Metro Tunnel works on the landscaped South Yarra Sidings and the removal of Lovers Walk between Toorak Road and Chapel Street. (Nearmap 2020)

Developing higher density living

Since the 1980s Toorak Road has continued to develop intensively with many multi-storey apartment and office premises being located either on the street or set back behind the traditional shops. High-rise developments are prominent in the South Yarra skyline, particularly towards Chapel Street.

DESCRIPTION

The Toorak Road Precinct, South Yarra extends from Punt Road to the west, William and Claremont streets to the east, and incorporates South Yarra Station.

Toorak Road is lined with commercial buildings on both sides of the street, with residential streets extending from this road. A small section on the north side of Toorak Road between Murphy and Darling streets has been comprehensively altered with large scale contemporary developments and is therefore excluded from the Precinct boundary.

Urban character

The Toorak Road section of the Precinct comprises commercial premises primarily dating to the Victorian, Edwardian and interwar eras, as well as much recent infill development. Toorak Road is recognised as one of Melbourne's most affluent shopping strips that developed along a key access route (formerly Gardiner's Creek Road) between Melbourne and Toorak. The topography is gently undulating with Punt Road and the railway bridge at high points and a slope towards Chapel Street.

Small sections of bluestone guttering remain in some sections of the entrances to the north-west residential streets running perpendicular to Toorak Road. Parallel parking is provided within the relatively narrow confines of the road and the tram tracks. Small contemporary decorative street plantings provide some softness to this business district that may be characterised as a busy and hard urban environment. There is a great deal of pedestrian traffic, particularly coming to and from the train station. The commercial tenancy of the street is primarily focused on the food and beverage service industry, interspersed with retail and hairdressing and beauty service providers.

Built form

The built form context of the street is a mixture of Victorian, Edwardian, interwar and contemporary development, predominantly two-storey in scale. Some single and three storey scaled buildings are also included against the predominant two storey scale.

On the north side of Toorak Road, east of Yarra Street, this relatively consistent scale is flanked by recent high-rise development, which while at a substantial set-back, has altered the backdrop to this formerly Victorian and interwar streetscape. Toorak Road's architectural character is derived principally from the late nineteenth century in the form of individual small buildings that provide variety and architectural detail at a small scale. Rare examples of earlier Victorian development survive at 19-21 and 68-72 Toorak Road.

Toorak Road is particularly distinguished by some fine examples of buildings and places, including:

- 163-165 Toorak Road, HO106 (Former South Yarra Railway Station) VHR H1068.
- 167 Toorak Road, South Yarra Railway Station
- 162 Toorak Road, The American Romanesque former South Yarra Post Office (VHR H0210)
- 168-170 Toorak Road, three level Victorian former Savings Bank
- 155-157 Toorak Road, Gothic revival former Williams & Co estate agents
- 169-175 Toorak Road, row of four Tudor Revival shops
- 50-52 Toorak Road, pair of late Victorian face brick shops
- 189 Toorak Road, three level Hotel Claremont, formerly the South Yarra Coffee House
- 172-174 Toorak Road, Metropolitan Garage
- 68-72 Toorak Road, pair of shops of early construction date, c1860
- 19-21 Toorak Road, pair of shops, c1870s
- 2-4 Toorak Road, former South Yarra Hotel,
- 16 Toorak Road (cnr Ralston Street), former hotel,

Development from one particular era is interspersed with those of another era and there is little consistency in period or character over whole blocks. Part of the character is the variety of individual places and the non-contiguous development, highlighting individual places that may be quite different from their neighbours. This includes insertions of contemporary development as well as large scale redevelopment behind the street frontages.

Overall, there is a variety of building styles from Victorian, Edwardian, interwar and more recent periods which nonetheless offer some visual cohesion in the consistent massing of the buildings at the street frontage, the majority being two-storeys with parapets concealing the roof forms behind. Many of the

historic buildings have been modified in most cases, particularly at street level. Many of these buildings are relatively modest in architectural detail.

The frontage to the 'new' South Yarra Railway Station on Toorak Road presents as a dominant landmark feature within the precinct. The station building consists of a large single storey building facing Toorak Road, siting in front of a concourse which leads to four covered ramps running down to canopied platforms. The platform and ramp canopies are constructed in cast iron and feature simple balustrading to the ramps and cantilevered platform canopies clad in corrugated iron with a ripple iron valance. The red face brick wall on the western side of Yarra Street forms an integral part of the station and supports the canopy on platform 6, providing a barrier to the reduced roadway on Yarra Street. Built in 1914/15 in the Federation Free Style, the station evidences the growth of the Melbourne suburban railway network when the service to Caulfield was duplicated and in particular the importance of South Yarra as a destination and interchange between Sandringham and Caulfield lines.

Business use

Several buildings have business signage or names on their facades that indicate prominent businesses or former uses of the buildings, including those for Oggs Pharmacy, ground floor, 189 Toorak Road (a continuation of the earlier pharmacy at 21 Toorak Road), Williams & Co. at 155-157 Toorak Road, the Metropolitan Garage (172-174 Toorak Road) and Her Majesty's Hall (134-146 Toorak Road).

Contemporary developments

The Precinct has prospered as a commercial street for over almost 150 years. In that time, it has experienced redevelopment and refurbishment to the infrastructure and many buildings, particularly to the ground floors and shopfronts. New high-rise development on the north side of Toorak Road has provided a contrasting urban scale to the massing of the original Victorian and interwar commercial buildings, with the upper levels of new developments stepped back from the street frontage. This new development has impacted on the integrity and scale of this formerly nineteenth and early twentieth century streetscape. In recent times, Metro Tunnel works have had a significant visual and physical impact on Lovers Walk and the South Yarra Railway Sidings.

Areas outside the existing HO150 boundary

The block between Punt Road and Caroline Street is characterised by a number of buildings of architectural interest and the two laneways that punctuate the block. One of the laneways is evident on the Kearney map of 1855 (Figure 4). There are several Edwardian era buildings at 11-15 and 23-25, 27 Toorak Road. Documentary evidence for 19-21 Toorak Road indicates that this building has a particularly early date of construction and therefore is of heightened interest historically as rare surviving evidence of the first phase of development. 29-37 Toorak Road and 43 Toorak Road addresses the Caroline Street corner with a typical nineteenth century splayed building. The block comprises a streetscape of individual buildings comparable to other blocks included in the existing HO.

Part of the block between Caroline and Avoca streets has been redeveloped since 2011 and its nineteenth century character has been impacted by the development at 53-61 Toorak Road. The area previously outside the HO150 boundary between Punt Road and Caroline Street, with half of the block to Avoca Street, is largely consistent with the general historic character of the precinct as a whole.



Figure 15. Ornate Victorian Italianate building on the corner of Claremont Street and Toorak Road (189 Toorak Road). (Source: Context, February 2020)



Figure 16. Former South Yarra Post office at 162 Toorak Road. (Source: Context, February 2020)



Figure 17. Victorian Italianate façade to shop at 107 Toorak Road. (Source: Context, February 2020)



Figure 18. Victorian Gothic building, c.1878 at 155-157 Toorak Road (between Darling Street and Yarra Street). (Source: Context, February 2020)



Figure 19. Contemporary infill development set back from the Toorak Road (north side) street frontage between Caroline Street to Avoca Street. (Source: Context, February 2020)



Figure 20. Interwar Tudor Revival building on the corner of Yarra Street and Toorak Road. (Source: Context, February 2020)



Figure 21. Former South Yarra Station built c.1860. (Source: Context, February 2020)



Figure 22. Interwar development at 39-41 Toorak Road. (Source: Context, February 2020)



Figure 23. Early Victorian shops c.1860 at 68-72 Toorak Road. (Source: Context, February 2020)



Figure 24. Former South Yarra Hotel at the corner of Toorak Road and Punt Road. (Source: Context, February 2020)



Figure 25. Toorak Road facade to 'new' South Yarra Railway Station. (Source: Context, February 2020)



Figure 26. Covered ramp leading to platform with cantilevered canopy at the 'new' South Yarra Station (Source: film.vic.gov.au)



Figure 27. Red face brick wall on the western side of Yarra Street supporting the canopy on platform 6 (Source: Google January 2019)

COMPARATIVE ANALYSIS

Several shopping streets in Stonnington that developed from the 1860s include Glenferrie Road between High Street and Dandenong Road, Chapel Street between Toorak Road and Dandenong Road, with an extension to this long commercial area along Commercial Road, Prahran. Smaller centres are at Toorak Road, Toorak, High Street and Kooyong Road Armadale, the Williams Road/High Street intersection and a small commercial centre at Waverley Road, Caulfield.

The three streets most comparable in development period and the built environment include Glenferrie Road, between High Street and Dandenong Road (HO349). Chapel Street between Toorak Road and Dandenong Road (HO126) and High Street Armadale between Glenferrie Road and Kooyong Road (HO400).

High Street Armadale

High Street Armadale (HO400) is characterised by development of relatively small Victorian and Edwardian commercial buildings interspersed with some interwar development. The street centres on the Armadale railway station and the link to High Street via Kings Arcade. There are many similarities in the mixed scale of one and two storey buildings and a variety in the widths of frontages, however the built form in the Toorak Road Precinct is, overall, of a similar quality and integrity.

Glenferrie Road

Glenferrie Road (HO349) has some exceptionally long areas of consistent two storey development of the late Victorian and Edwardian periods, with a higher degree of integrity in scale and building type than found in this section of Toorak Road.

Chapel Street

Chapel Street in Prahran and Windsor (HO126) is also distinguished by the high number of Victorian, Edwardian and Inter-war commercial buildings, however revitalisation since the 1970s has seen many infill buildings and new developments particularly at the South Yarra end, and the loss of Victorian and Edwardian characteristics has been substantial. In contrast, the Punt Road end of Toorak Road still retains much of its urban character.

Summary

Chapel Street is the pre-eminent commercial street in Stonnington and, before the development of stand-alone shopping centres, would have formed the largest concentration of shops outside the central business district of Melbourne. Glenferrie Road and High Street Armadale are also extensive shopping centres.

Whilst this section of Toorak Road has some high Victorian architecture, a substantial proportion of the built form belongs to the interwar period, along with more recent infill development. Toorak Road is characterised by some infill buildings and more recently high-rise development; particularly on the north side of the road, impacting on its once coherent Victorian built form. While Toorak Road is somewhat less consistent in scale, period and typology than Glenferrie Road and parts of High Street it still retains a traditional shopping street character comprising individual small buildings of different periods as well as a number of individually significant places.

ASSESSMENT AGAINST CRITERIA

✓	CRITERION A Importance to the course or pattern of our cultural or natural history (historical significance).
	CRITERION B Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity).
	CRITERION C Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential).
	CRITERION D Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).
✓	CRITERION E Importance of exhibiting particular aesthetic characteristics (aesthetic significance).
	CRITERION F Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance)
✓	CRITERION G Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).
	CRITERION H Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

STATEMENT OF SIGNIFICANCE

WHAT IS SIGNIFICANT

The Toorak Road Precinct (HO150), South Yarra, comprising 1-111, 153-189 & 2-180 Toorak Road, 2 & 3 Avoca Street, 1A, 1B & 1C Murphy Street, 52-54, 69-81 & 85 Davis Avenue, 9 & 48 MacFarlan Place and 41-45 Ralston Street is significant. The commercial buildings in the precinct consist of largely single and double storey Victorian, Edwardian and interwar shops built in a range of architectural styles.

Contributory and Non-contributory places are listed in the Precinct Grading Schedule below.

The following places are significant within the precinct:

- 163-165 Toorak Road, South Yarra, Former South Yarra Railway Station (HO106, VHR H1068).
- 162 Toorak Road, South Yarra, Former South Yarra Post Office (HO107, VHR H210).
- 167 Toorak Road, new South Yarra Railway Station, including all buildings and other structures such as ramps and covered canopies over the ramps and platforms, and the brick boundary wall on Yarra Street. The canopy over the entry to Toorak Road is not significant.
- 189 Toorak Road, three-level Hotel Claremont, formerly the South Yarra Coffee House.

- 72-74 Toorak Road, pair of shops of early construction date, c.1860.
- 19-21 Toorak Road, pair of shops of early construction date, 1858

The following places are notable within the precinct:

- 172-174 Toorak Road, South Yarra, Metropolitan Garage.
- 168-170 Toorak Road, three-level Victorian former Savings Bank.
- 155-157 Toorak Road, Gothic revival former Williams & Co estate agents building.
- 169-175 Toorak Road, row of four Tudor Revival shops.
- 50-52 Toorak Road, pair of late Victorian face brick shops.
- 172-174 Toorak Road, Metropolitan Garage.
- 2-4 Punt Road, former South Yarra Hotel.
- 16 Toorak Road, former hotel (cnr Ralston Street).

HOW IT IS SIGNIFICANT

The Toorak Road precinct is of local historic, aesthetic and social significance to the City of Stonnington.

WHY IT IS SIGNIFICANT

Historic Significance (Criterion A)

Toorak Road between Punt Road and Claremont Avenue is one of four major commercial streets within Stonnington, with a predominant urban character developed between the 1860s and 1940s. Toorak Road is a highly representative commercial streetscape, illustrative of development in the inner ring of Melbourne's suburbs, where the initial subdivision of large landholdings proceeds through to smaller subdivisions and the later provision of major transport infrastructure. The historic significance is attributed to the Toorak Road precinct as a whole.

Toorak Road, formerly Gardiner's Creek Road, is significant as one of the roads set out by the Prahran Roads District, following Robert Hoddle's 1837 survey. Gardiner's Creek Road served to connect a number of grand estates developed with frontages to the Yarra River. Toorak Road is significant for its demonstration of development in an easterly direction from Punt Road towards Chapel Street. Attributes of this early phase of development include:

- Toorak Road alignment.
- 19-21 Toorak Road.
- 68-72 Toorak Road.

The Toorak Road precinct demonstrates the development of the Melbourne and Suburban Railway Company's line from Richmond to Windsor, with the former South Yarra Railway Station one of only two surviving stations built by private railway companies in the metropolitan area.

Several premises in Toorak Road provide evidence of former and continuing business uses and business operators. This is illustrated by building signage including at:

- 155-157 Toorak Road, Real Estate agents Williams & Co.

- 189 Toorak Road, Oggs Pharmacy, ground floor.
- 172-174 Toorak Road, Metropolitan Garage.
- 134-146 Toorak Road, Her Majesty's Hall.
- Lovers Walk Entrance and signage set into the footpath along Toorak Road adjacent to No. 166 Toorak Road.

The former South Yarra Railway Station, 163-165 Toorak Road, South Yarra, and the new South Yarra Station, 167 Toorak Road are historically significant for their demonstration of successive phases of the development of the metropolitan railway network, including the development of the South Yarra to Oakleigh Line in 1879 and the Gippsland line, all of which converge at South Yarra Station. The new South Yarra Station building, including the covered ramps leading to cantilevered covered platforms and the red face brick wall on the western side of Yarra Street which forms an integral part of the station, is historically significant for their demonstration of further railway developments in 1913 when the service to Caulfield was duplicated.

Aesthetic significance (Criterion E)

Toorak Road is significant as a traditional shopping street originally developed with some commercial buildings in the mid nineteenth century, and added to in subsequent decades until it has become an eclectic mix of periods and styles within the one street. Particular blocks such as that from Avoca to Murphy streets (north side) and Powell to Caroline streets (south side) are rich in architectural variety, retaining small frontages to Toorak Road and a predominantly two storey scale. Notable individual places that contribute to the aesthetic significance of the precinct include some mid-Victorian buildings between Myrtle and Macfarlane streets.

Toorak Road is significant for its Victorian, Edwardian and interwar buildings that provide landmarks at certain points along the street. These include:

- 162 Toorak Road, South Yarra, HO107 (Former South Yarra Post Office). (VHR H210)
- 172-174 Toorak Road, South Yarra, Metropolitan Garage.
- 167 Toorak Road, New South Yarra Railway Station.
- 168-170 Toorak Road, three level Victorian former Savings Bank.
- 155-157 Toorak Road, Gothic revival former Williams & Co estate agents.
- 169-175 Toorak Road, row of four Tudor Revival shops.
- 50-52 Toorak Road, pair of late Victoria face brick shops.
- 189 Toorak Road, three level Hotel Claremont, formerly the South Yarra Coffee House.
- 172-174 Toorak Road, Metropolitan Garage.
- 68-72 Toorak Road, pair of shops of early construction date c.1860.
- 19-21 Toorak Road, pair of shops c.1858.
- 2-4 Toorak Road, former South Yarra Hotel.
- 16 Toorak Road (cnr. Ralston Street), former hotel.

Social significance (Criterion G)

The Toorak Road Precinct as a whole is also valued by the local community, through its provision of a post office and other essential services, shopping and eating opportunities along Toorak Road. Toorak Road has played an important role in the commercial and residential development of South Yarra, servicing a changing and diverse population throughout its history. Toorak Road is known as one of the locality's foremost commercial strips and is valued by the local community as a shopping, recreation and entertainment area.

Local community attachment to the Toorak Road Precinct stems from its continuity of use as a primary commercial centre of South Yarra for over 160 years. The form of the attachment is the interrelationship between its provision of essential services, including public transport, commercial opportunities and public and social space, with its convenient location and accessibility when considered in the context of surrounding residential areas.

South Yarra Railway Station has social significance for the strong community attachment developed through long-standing use and the prominent and continuous nature of the association. The Station performs an essential function for the visitor community and local community in particular, through its provision of public transport, which has been utilised continuously as South Yarra's primary railway station since it was established in the 1860s up to the present.

GRADINGS & RECOMMENDATIONS

Recommended for inclusion in the Schedule to the Heritage Overlay of the City of Stonnington Planning Scheme as an amendment to HO150.

Amend HO150 (Toorak Road Precinct) to reflect the following changes:

- Remove Lovers Walk from the existing HO150 boundary.
- Remove the South Yarra Siding Railway Reserve from the existing HO150 boundary
- Remove Lee Terrace (6-18 Avoca Street) from the existing HO150 boundary
- Include 1-61 Toorak Road within the boundary of HO150
- Include the platforms and canopies over the platforms of the South Yarra Railway Station within the boundary of HO150
- Amend the map for HO150 to match the changes noted above.

PRECINCT GRADINGS SCHEDULE

Name	Number	Street	Grading	Era/Built Date
	1-3	Toorak Road	Non-contributory	Contemporary
	9	Toorak Road	Non-contributory	Contemporary
	11-13	Toorak Road	Contributory	Edwardian
	15	Toorak Road	Contributory	Edwardian
	17	Toorak Road	Non-contributory	Contemporary
Former Oggs Pharmacy	19-21	Toorak Road	Contributory	Victorian c.1858.
	23-25	Toorak Road	Contributory	Edwardian
	27	Toorak Road	Contributory	Edwardian
	29	Toorak Road	Contributory	Altered Victorian with interwar facade
	29A,31	Toorak Road	Contributory	Altered Victorian with interwar facade
	33,33A	Toorak Road	Contributory	Altered Victorian with interwar facade
	35	Toorak Road	Contributory	Altered Victorian with interwar facade
	37	Toorak Road	Contributory	Altered Victorian
	39	Toorak Road	Contributory	Interwar
	41	Toorak Road	Contributory	Interwar
	43	Toorak Road	Contributory	Victorian
	45-47	Toorak Road	Non-contributory	Contemporary
	49	Toorak Road	Non-contributory	Contemporary
	51	Toorak Road	Contributory	Victorian
	53-61	Toorak Road	Non-contributory	Contemporary

	63	Toorak Road	Contributory	Victorian
	65	Toorak Road	Contributory	Victorian
	67	Toorak Road	Contributory	Victorian
	69	Toorak Road	Contributory	Victorian
	71	Toorak Road	Contributory	Victorian
	75-79	Toorak Road	Contributory	Victorian
	81	Toorak Road	Contributory	Victorian
	85	Toorak Road	Contributory	Victorian
	87	Toorak Road	Contributory	Victorian
	91,93,93A	Toorak Road	Contributory	Interwar
	95	Toorak Road	Contributory	Victorian
	97	Toorak Road	Contributory	Victorian
	99	Toorak Road	Contributory	Victorian
South Yarra Arcade	101-105	Toorak Road	Contributory	Victorian
	107	Toorak Road	Contributory	Victorian
	109-111	Toorak Road	Contributory	Victorian
	153,153A	Toorak Road	Non-contributory	Contemporary
Williams & Co Estate Agents	155-157	Toorak Road	Contributory	Victorian c.1878
	159-161	Toorak Road	Non-contributory	Contemporary
Former South Yarra Railway Station	163-165	Toorak Road	Significant	Victorian c.1860.
New South Yarra Railway Station	167	Toorak Road	Significant	Edwardian c.1913.
	169	Toorak Road	Contributory	Interwar
South Yarra Square	177	Toorak Road	Contributory	Victorian
Hotel Claremont	189	Toorak Road	Significant	Victorian
	180	Toorak Road	Contributory	Interwar
	176	Toorak Road	Non-contributory	Contemporary
Metropolitan Garage	172-174	Toorak Road	Contributory	Edwardian/Interwar
Former Savings Bank	168-170	Toorak Road	Contributory	Victorian c.1890
	Shop 3/166	Toorak Road	Non-contributory	Contemporary
	Shop 2/166	Toorak Road	Non-contributory	Contemporary
	Shop 1/166	Toorak Road	Non-contributory	Contemporary
	166	Toorak Road	Non-contributory	Contemporary
Former South Yarra Post Office	162	Toorak Road	Significant	Victorian c.1890
	158-160	Toorak Road	Contributory	Victorian
	156	Toorak Road	Contributory	Victorian

	154	Toorak Road	Contributory	Victorian
	152	Toorak Road	Contributory	Victorian
	150	Toorak Road	Contributory	Victorian
	148	Toorak Road	Contributory	Victorian
	134-146	Toorak Road	Contributory	Victorian
	130-132	Toorak Road	Contributory	Victorian
	126-128	Toorak Road	Non-contributory	Contemporary
	118-124,124A	Toorak Road	Contributory	Victorian
	114-116	Toorak Road	Non-contributory	Contemporary
	102	Toorak Road	Non-contributory	Contemporary
	96-100	Toorak Road	Non-contributory	Contemporary
	92,92A	Toorak Road	Contributory	Edwardian
	90	Toorak Road	Contributory	Edwardian
	80	Toorak Road	Non-contributory	Contemporary
	78	Toorak Road	Contributory	interwar
	76	Toorak Road	Contributory	Interwar
	74	Toorak Road	Contributory	Interwar
	72	Toorak Road	Significant	Victorian
	68-70	Toorak Road	Significant	Victorian
Former 'Bookcraft' retail outlet designed by J F W Ballantyne	66	Toorak Road	Contributory	Interwar c.1940
	64	Toorak Road	Contributory	Postwar
	60-62	Toorak Road	Non-contributory	Contemporary
	56-58	Toorak Road	Non-contributory	Contemporary
	54,54A	Toorak Road	Non-contributory	Contemporary
	52,52A	Toorak Road	Contributory	Victorian
	50,50A	Toorak Road	Contributory	Victorian
	48,48A	Toorak Road	Contributory	Interwar
	44	Toorak Road	Contributory	Interwar
	42	Toorak Road	Contributory	Victorian
	36-38,40	Toorak Road	Contributory	Victorian
	34	Toorak Road	Contributory	Victorian
	26-32	Toorak Road	Non-contributory	Contemporary
	24	Toorak Road	Contributory	Victorian
	22	Toorak Road	Contributory	Victorian
	16,16A	Toorak Road	Contributory	Victorian
	14,14A	Toorak Road	Non-contributory	Contemporary

	12	Toorak Road	Contributory	Interwar
	2-4	Toorak Road	Contributory	Victorian
	3	Avoca Street	Contributory	Victorian (same property as 75-79 Toorak Road)
Former South Yarra Hotel	2	Avoca Street	Contributory	Victorian same property as 81 Toorak Road
	1A,1B,1C	Murphy Street	Contributory	Victorian (same property as 109,111 Toorak Road)
	7	William Street	Not Found	
	52-54	Davis Avenue	Contributory	Victorian (same property as 134-146 Toorak Road)
	69,71,73,75,77-79,81,85	Davis Avenue	Contributory	Victorian (same property as 130-132 Toorak Road)
	9	Macfarlan Place	Significant	Victorian (same property as 72 Toorak Road)
	48	Mcfarlan Place	Non-contributory	Contemporary
	41-45	Ralston Street	Contributory	Victorian (same property as 16 Toorak Road)

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the City of Stonnington Planning Scheme:

STONNINGTON PLANNING SCHEME

EXTERNAL PAINT CONTROLS	No
INTERNAL ALTERATION CONTROLS	No
TREE CONTROLS	No
OUTBUILDINGS OR FENCES (Which are not exempt under Clause 43.01-3)	No
TO BE INCLUDED ON THE VICTORIAN HERITAGE REGISTER	No
PROHIBITED USES MAY BE PERMITTED	No
ABORIGINAL HERITAGE PLACE	No

OTHER

N/A

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APPENDIX B EXHIBITED TOORAK ROAD PRECINCT (HO150) STATEMENT OF SIGNIFICANCE

Toorak Road Precinct, South Yarra Statement of Significance

Heritage Place: Toorak Road Precinct, South Yarra

PS ref no: HO150



What is significant?

The Toorak Road Precinct (HO150), South Yarra, comprising 1-111, 153-189 & 2-180 Toorak Road, 2 & 3 Avoca Street, 1A, 1B & 1C Murphy Street, 52-54, 69-81 & 85 Davis Avenue, 9 & 48 MacFarlan Place and 41-45 Ralston Street is significant. The commercial buildings in the precinct consist of largely single and double storey Victorian, Edwardian and interwar shops built in a range of architectural styles.

Contributory and Non-contributory places are listed in the Precinct Grading Schedule below.

The following places are significant within the precinct:

- 163-165 Toorak Road, South Yarra, Former South Yarra Railway Station (HO106, VHR H1068)
- 162 Toorak Road, South Yarra, Former South Yarra Post Office (HO107, VHR H210)
- 167-173 Toorak Road, new South Yarra Railway Station, including all buildings and other structures such as ramps and covered canopies, and the brick boundary wall on Yarra Street
- 189 Toorak Road, three-level Hotel Claremont, formerly the South Yarra Coffee House
- 72-74 Toorak Road, pair of shops of early construction date, c.1860
- 19-21 Toorak Road, pair of shops of early construction date, 1858

The following places are notable within the precinct:

- 172-174 Toorak Road, South Yarra, Metropolitan Garage
- 168-170 Toorak Road, three-level Victorian former Savings Bank
- 155-157 Toorak Road, Gothic revival former Williams & Co estate agents building
- 169-175 Toorak Road, row of four Tudor Revival shops

- 50-52 Toorak Road, pair of late Victorian face brick shops
- 172-174 Toorak Road, Metropolitan Garage
- 2-4 Punt Road, former South Yarra Hotel
- 16 Toorak Road, former hotel (cnr Ralston Street).

How is it significant?

The Toorak Road precinct is of local historic, aesthetic and social significance to the City of Stonnington.

Why is it significant?

Historic Significance (Criterion A)

Toorak Road between Punt Road and Claremont Avenue is one of four major commercial streets within Stonnington, with a predominant urban character developed between the 1860s and 1940s. Toorak Road is a highly representative commercial streetscape, illustrative of development in the inner ring of Melbourne's suburbs, where the initial subdivision of large landholdings proceeds through to smaller subdivisions and the later provision of major transport infrastructure. The historic significance is attributed to the Toorak Road precinct as a whole.

Toorak Road, formerly Gardiner's Creek Road, is significant as one of the roads set out by the Prahran Roads District, following Robert Hoddle's 1837 survey. Gardiner's Creek Road served to connect a number of grand estates developed with frontages to the Yarra River. Toorak Road is significant for its demonstration of development in an easterly direction from Punt Road towards Chapel Street. Attributes of this early phase of development include:

- Toorak Road alignment
- 19-21 Toorak Road
- 68-72 Toorak Road

The Toorak Road precinct demonstrates the development of the Melbourne and Suburban Railway Company's line from Richmond to Windsor, with the former South Yarra Railway Station one of only two surviving stations built by private railway companies in the metropolitan area.

Several premises in Toorak Road provide evidence of former and continuing business uses and business operators. This is illustrated by building signage including at:

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- 172-174 Toorak Road, Metropolitan Garage
- 134-146 Toorak Road, Her Majesty's Hall
- Lovers Walk Entrance and signage set into the footpath along Toorak Road adjacent to No. 166 Toorak Road.

South Yarra Station is historically significant for its demonstration of successive phases of the development of the metropolitan railway network, including the development of the South Yarra to Oakleigh Line in 1879 and the Gippsland line, all of which converge at South Yarra Station. The

covered ramps leading to the platforms at South Yarra Station are historically significant for their demonstration of further railway developments in 1913 when the service to Caulfield was duplicated.

Aesthetic significance (Criterion E)

Toorak Road is significant as a traditional shopping street originally developed with some commercial buildings in the mid nineteenth century, and added to in subsequent decades until it has become an eclectic mix of periods and styles within the one street. Particular blocks such as that from Avoca to Murphy streets (north side) and Powell to Caroline streets (south side) are rich in architectural variety, retaining small frontages to Toorak Road and a predominantly two storey scale. Notable individual places that contribute to the aesthetic significance of the precinct include some mid-Victorian buildings between Myrtle and Macfarlane streets.

Toorak Road is significant for its Victorian, Edwardian and interwar buildings that provide landmarks at certain points along the street. These include:

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- 167 Toorak Road, New South Yarra Railway Station
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- 19-21 Toorak Road, pair of shops c.1858
- 2-4 Toorak Road, former South Yarra Hotel,
- 16 Toorak Road (cnr. Ralston Street), former hotel,

Social significance (Criterion G)

The Toorak Road Precinct as a whole is also valued by the local community, through its provision of a post office and other essential services, shopping and eating opportunities along Toorak Road, as well as providing a public meeting place and socialising space at the landscaped rail reserve. Toorak Road has played an important role in the commercial and residential development of South Yarra, servicing a changing and diverse population throughout its history. Toorak Road is known as one of the locality's foremost commercial strips and is valued by the local community as a shopping, recreation and entertainment area.

Local community attachment to the Toorak Road Precinct stems from its continuity of use as a primary commercial centre of South Yarra for over 160 years. The form of the attachment is the interrelationship between its provision of essential services, including public transport, commercial opportunities and public and social space, with its convenient location and accessibility when considered in the context of surrounding residential areas.

South Yarra Railway Station has social significance for the strong community attachment developed through long-standing use and the prominent and continuous nature of the association. The Station

performs an essential function for the visitor community and local community in particular, through its provision of public transport, which has been utilised continuously as South Yarra's primary railway station since it was established in the 1860s up to the present.

Grades

1-3	Toorak Road	Non-contributory
9	Toorak Road	Non-contributory
11-13	Toorak Road	Contributory
15	Toorak Road	Contributory
17	Toorak Road	Non-contributory
19-21	Toorak Road	Contributory
23-25	Toorak Road	Contributory
27	Toorak Road	Contributory
29	Toorak Road	Non-contributory
29A,31	Toorak Road	Non-contributory
33,33A	Toorak Road	Non-contributory
35	Toorak Road	Non-contributory
37	Toorak Road	Non-contributory
39	Toorak Road	Contributory
41	Toorak Road	Contributory
43	Toorak Road	Contributory
45-47	Toorak Road	Non-contributory
49	Toorak Road	Non-contributory
51	Toorak Road	Contributory
53-61	Toorak Road	Non-contributory
63	Toorak Road	Contributory
65	Toorak Road	Contributory
67	Toorak Road	Contributory
69	Toorak Road	Contributory
71	Toorak Road	Contributory
75-79	Toorak Road	Contributory
81	Toorak Road	Contributory
85	Toorak Road	Contributory
87	Toorak Road	Contributory
91,93,93A	Toorak Road	Contributory
95	Toorak Road	Contributory
97	Toorak Road	Contributory
99	Toorak Road	Contributory

STONNINGTON PLANNING SCHEME

101-105	Toorak Road	Contributory
107	Toorak Road	Contributory
109-111	Toorak Road	Contributory
153,153A	Toorak Road	Non-contributory
155-157	Toorak Road	Contributory
159-161	Toorak Road	Non-contributory
163-165	Toorak Road	Significant
167	Toorak Road	Significant
169,171,173,175	Toorak Road	Contributory
177	Toorak Road	Contributory
189	Toorak Road	Significant
180	Toorak Road	Contributory
176	Toorak Road	Non-contributory
172-174	Toorak Road	Contributory
168-170	Toorak Road	Contributory
Shop 3/166	Toorak Road	Non-contributory
Shop 2/166	Toorak Road	Non-contributory
Shop 1/166	Toorak Road	Non-contributory
166	Toorak Road	Non-contributory
162	Toorak Road	Significant
145,147, 158-160	Toorak Road	Contributory
156	Toorak Road	Contributory
154	Toorak Road	Contributory
152	Toorak Road	Contributory
148	Toorak Road	Contributory
134-146	Toorak Road	Contributory
130-132	Toorak Road	Contributory
126-128	Toorak Road	Non-contributory
118-124,124A	Toorak Road	Contributory
114-116	Toorak Road	Non-contributory
102	Toorak Road	Non-contributory
96-100	Toorak Road	Non-contributory
92,92A	Toorak Road	Contributory
90	Toorak Road	Contributory
80	Toorak Road	Non-contributory
78	Toorak Road	Non-contributory
76	Toorak Road	Contributory

STONNINGTON PLANNING SCHEME

74	Toorak Road	Contributory
72	Toorak Road	Significant
68-70	Toorak Road	Significant
66	Toorak Road	Contributory
64	Toorak Road	Non-contributory
60-62	Toorak Road	Non-contributory
56-58	Toorak Road	Non-contributory
54,54A	Toorak Road	Non-contributory
52,52A	Toorak Road	Contributory
50,50A	Toorak Road	Contributory
48,48A	Toorak Road	Contributory
44	Toorak Road	Contributory
42,39B	Toorak Road	Contributory
36-38,40	Toorak Road	Contributory
34	Toorak Road	Contributory
26-32	Toorak Road	Non-contributory
24	Toorak Road	Contributory
22	Toorak Road	Contributory
16,16A	Toorak Road	Contributory
41-45	Toorak Road	Contributory
14,14A	Toorak Road	Non-contributory
12	Toorak Road	Contributory
2-4	Toorak Road	Contributory
3	Avoca Street	Contributory
2	Avoca Street	Contributory
1A,1B,1C	Murphy Street	Contributory
7	William Street	Not Found
52-54	Davis Avenue	Contributory
69,71,73,75,77-79,81,85	Davis Avenue	Contributory
9	Macfarlan Place	Significant
48	Macfarlan Place	Non-contributory
41-45	Ralston Street	Contributory

Primary source

Toorak Road Precinct, South Yarra Heritage Citation Report, Context Pty Ltd, June 2020.