

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).

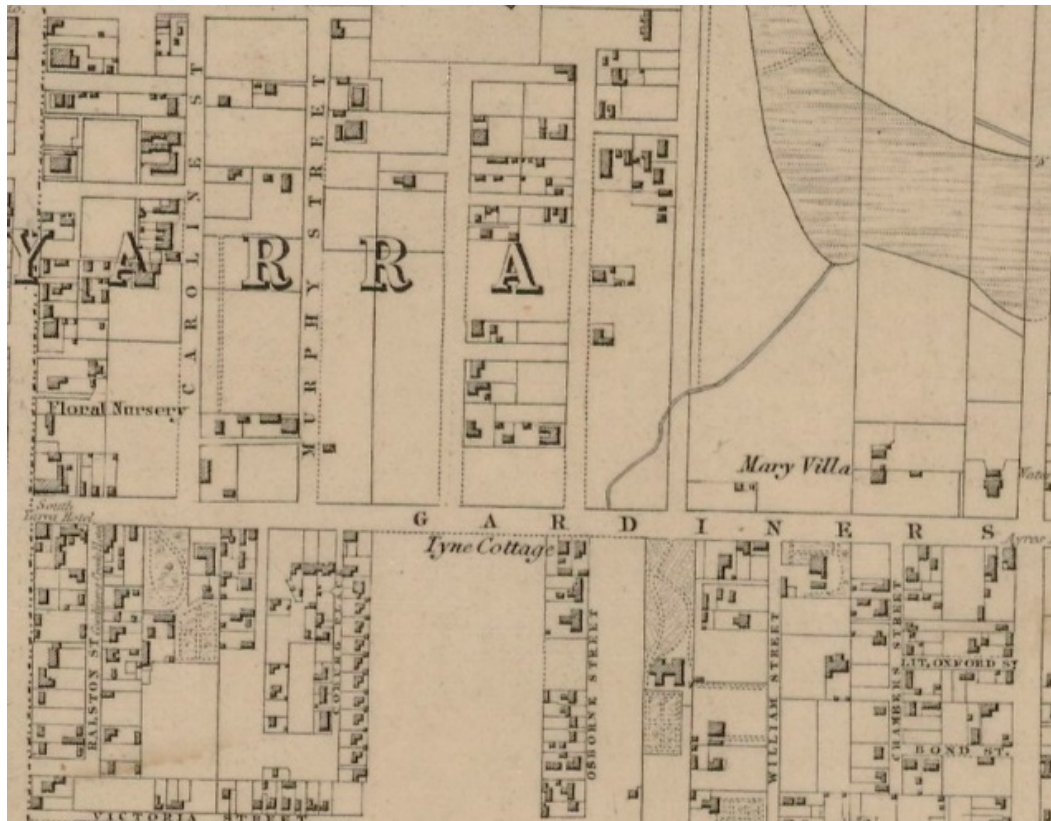


Figure 5. Excerpt from Kearney's Melbourne & Suburbs Map 1855, showing established residences and commercial premises between Punt Road and Chapel Street on either side of Toorak Road, then still known as Gardiners Creek Road. (Source: SLV)

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).

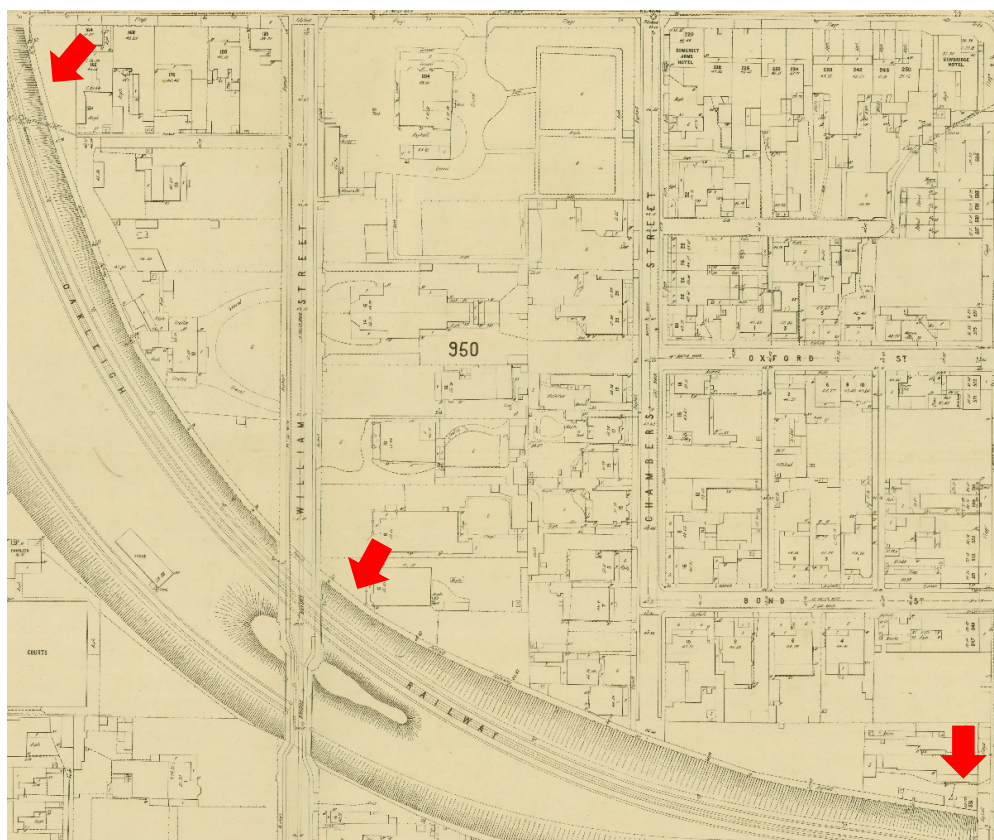


Figure 11. MMBW Detail Plan 950, 1895, with red arrows indicating position of Lovers Walk alongside the railway line between Toorak Road and Chapel Street. (Source: SLV)

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, sitting 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

REFERENCES

Age, 3 November 1894.

Age, 23 December 1897.

Age, 19 November 1912.

Age, 10 April 1926.

Age, 8 January 1938.

Ballarat Star, 12 March 1901

City of Stonnington Toorak Road Area citation HO150.

Clark, Dr. Ian, and Kostanski, Laura 2006, *Stonnington's Indigenous History*, prepared for the city of Stonnington.

Context 2006, *Stonnington Thematic Environmental History*, prepared for the City of Stonnington.

Context 2016a, Letter of Advice, Lovers Walk, 16.3.2016

Context 2016b, Toorak Road and Lovers Walk, community values and associations survey

Cooper, John Butler 1935, *and The History of Prahran: From its First Settlement to a City*, prepared for Malvern Council, The Specialty Press, Melbourne.

Fiddian, Marc 1997, *Trains, Tracks, Travellers: A History of the Victorian Railways*, Pakenham.

'First Electric Train', *Sun*, 30 April 1919:7.

'Furious Driving', *Age*, 12 July 1910:11.

Harrigan, Leo J. 1962, *Victorian Railways to '62: Victorian Railways*, Public Relations and Betterment Board.

'Local Intelligence', *The Banner*, 26 May 1854: 8.

Malone 1983 (check in Context 2006)

Malone, B., & Slater S., *Walking Tour of South Yarra Central*, Prendergast Publishers.

Malvern Standard, 21 December 1912.

Malvern Standard, 13 September 1913.

'Melbourne and Oakleigh Railway', *Argus*, 9 January 1879:6

Melbourne and Metropolitan Board of Works (MMBW) Detailed Plan No. 950, 1895.

'Municipal Meeting at Prahran', *The Argus*, 21 February 1856: 5.

'Opening of the South Yarra Coffee Palace', *Argus*, 2 February 1887:4.

'Port Phillip', *Australasian Chronicle*, 20 March 1841:4.

Prahran City Council Annuals, 1912-13, 1919-20, 1930-31.

'Prahran Municipal Council', *Argus*, 1 April 1856: 4.

Prahran Telegraph, 14 September 1907.

Priestley, Susan 1984, *The Victorians: Making Their Mark*, McMahon's Point.

South Yarra Post Office, former, VHR place details, place ID 1082.

'The Extension of the Suburban Railway', *Argus*, 18 June 1859:5.

'The South Yarra and Oakleigh Railway', *Argus*, 14 September 1878:8.

Tonkin, R., 2016, Heritage Assessment of New South Yarra Station prepared for the City of Stonnington.

Tonkin, R., 2016, *New South Yarra Station cover report*, prepared for the City of Stonnington.

Transcript of letter to Mayor of Prahran, 30 June 1887.

Ward, Andrew & Donnelly, A., *Victoria's Railway Stations: an architectural survey*, 1982.