



Glen Eagles (no. 58)



Kinfauns (no. 60)

Panel Hearing
Glen Eagles, Kinross and Kinfauns - 58-60 Queens Road, Melbourne

**Amendment C161port
Expert Witness Statement - Heritage**

January 2021

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TABLE OF CONTENTS

Experience, Opinion and Declaration	1
Authorship	1
Qualifications/Experience/Expertise	1
Instructions	1
Declaration	2
Introduction	3
Purpose	3
Background	3
Location	3
Heritage Status	4
Methodology	6
History	7
Preliminary	7
Flat Development along Queens Road	8
Subject Site	9
Margot O'Donahue and Frank Lynch	12
Late Interwar Period	12
Description	14
Subject Site	14
<i>Glen Eagles</i> (no. 58), <i>Kinross</i> (no. 59) and <i>Kinfauns</i> (no. 60)	15
Garages	17
<i>Moderne</i> Style	17
Comparative Analysis	18
Conclusion	22

EXPERIENCE, OPINION AND DECLARATION

Authorship

My full name is Anthony Scott Hemingway and I am Senior Associate and Architectural Historian of RBA Architects + Conservation Consultants, 4C/171 Fitzroy Street, St Kilda. I have been assisted by Ashleigh Ngan, Heritage Consultant of RBA Architects + Conservation Consultants, in the preparation of this statement. The views expressed are my own.

Qualifications/Experience/Expertise

I have a Master of Planning & Design (Architectural History and Conservation) and Master of Arts (Fine Arts), both from the University of Melbourne. For the former I primarily studied under Professors Miles Lewis and Philip Goad. For my Master of Arts, I undertook a thesis on early Medieval (Pre-Romanesque) churches in northern Spain, in the province of Asturias.

Since 2000, I have worked at RBA and amassed significant experience in all aspects of heritage conservation. I have led the team for the heritage studies for the Strathbogie and Towong Heritage Studies (both stages 1 and 2). In addition, I completed the City North Heritage Review for the City of Melbourne, which included parts of Carlton, Melbourne, North Melbourne in the vicinity of the Queen Victoria market (Amendment C198melb); French Island Heritage Review; and a peer review for Boroondara Council (Amendment C64boro). Newtown West Heritage Review (Amendment C365geel). I am currently overseeing heritage studies in Banyule, Glen Eira, Mornington Peninsula and Port Phillip.

More specifically, I have been involved with providing heritage advice to property owners of various heritage places across the Port Phillip municipality, including Singapore Cottage in Coventry Street South Melbourne. I recently appeared at the Panel hearing on behalf of Council for Amendment C186port relating to the Montague Commercial Precinct in South Melbourne and am currently involved in reviewing the large HO7 precinct for the City of Port Phillip.

I have worked on a wide variety of sites from humble dwellings to major public buildings throughout Victoria, ranging in origin from the mid-Victorian period through to the later 20th century. As such, I have gained extensive experience in assessing cultural heritage significance, and also developed expertise in managing change at historic sites, where there is a need to balance the retention of heritage values with an awareness that considerable change can often be made, if handled in a sympathetic manner.

I have also completed many conservation management plans (CMPs), condition surveys and materials and finishes investigations, and have particular skills in carrying out forensic paint-scrape analysis. I have investigated the original colour scheme and prepared a specification for contemporary equivalents for the Maryborough Railway Station Conservation Works, which was recognised with shortlisting in the 2013 Dulux Colour Awards. I have also prepared schemes at Footscray, Kaniva and Wycheproof railway stations. At Footscray Railway Station, I was also involved in overseeing the Heritage Victoria permit conditions for the Regional Rail Link project.

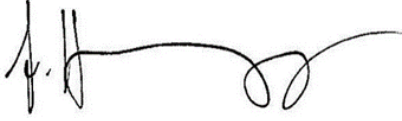
Instructions

The preparation of this statement has been undertaken at the instruction of Peter Brooksbank on behalf of the Yve Owners Committee of the Yve Building at 576-578 St Kilda Road, Melbourne. It is written in support of the changes that would be implemented by Amendment C161, specifically the application of individual Heritage Overlay HO512 at 58-60 Queens Road (subject site).

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.

January 2021

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke.

INTRODUCTION

Purpose

1. This report is a heritage expert witness statement for the Planning Panel appointed to consider matters relating to Amendment C161port to the Port Phillip Planning Scheme.
2. Amendment C161port proposes a number of technical corrections to the Port Phillip Scheme, as well as implementing the findings of a number of heritage studies commissioned by Council.¹
3. The amendment would give statutory effect to the findings of the *Heritage Assessment, 58-60 Queens Road, Melbourne* report, prepared by Peter Andrew Barrett, November 2017. It would amend the Port Phillip Planning Scheme to apply an individual Heritage Overlay (HO512) to 58-60 Queens Road (subject site) on a permanent basis.
4. This report is written in support of the application of individual Heritage Overlay HO512 at the subject site, as proposed by Amendment C161.
5. An inspection of the subject site was undertaken on 3 April 2020 and 12 January 2021.

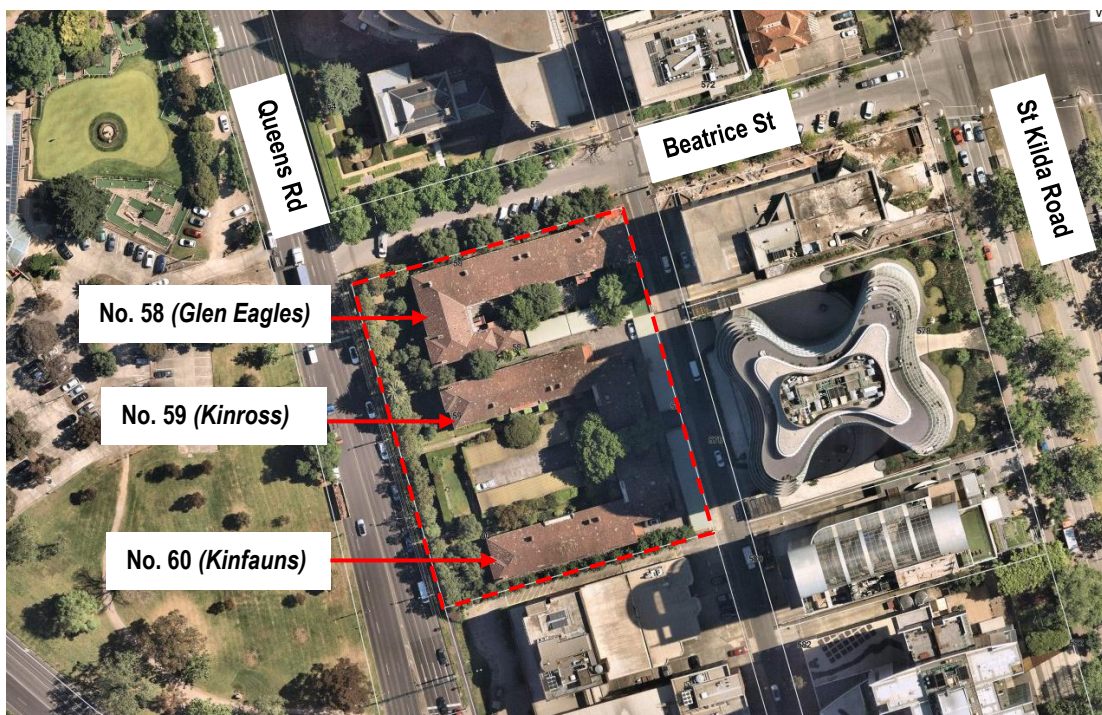
Background

6. Amendment C161port was authorised by the Minister's delegate and exhibited from 25 June to 24 July 2020.
7. In response to the exhibition, Council received a number of submissions relating to the application of an individual heritage overlay (HO512) at the subject site. Over 100 submissions raised no objections (submissions 6-9, 11, 12, 14-32, 34-51, 54-65, 67-92, 94-96, 98-107, 110-113, 115-118, 120-122, 126, 128, 134, 137-140, 144-150), while three submissions raised objections (submissions 3, 10 and 132).² RBA prepared a written submission as part of this process in support of the application of the heritage overlay.
8. Following consideration of the submissions, Councillors voted in favour of the Councils Officer's recommendation to:³
 - Split the Amendment into Amendment C161port Part 1 and Part 2
 - Adopt Amendment C161port Part 1, so that the changes may proceed to the Planning Minister for final approval
 - Refer Amendment C161port Part 2 to an independent planning panel for consideration. This would include all changes and underlying strategic work that is subject to unresolved objecting submissions, such as the subject site.
9. Due to COVID-19 and the associated physical distancing requirements, the Directions Hearing for C161port Part 2 would proceed by video conference from 26 January 2021.
10. The *Heritage Assessment, 58-60 Queens Road, Melbourne* report prepared by Peter Andrew Barrett, is proposed as a Reference Document.⁴ In addition, the statement of significance for the subject site will be included in the Port Phillip Heritage Review, an incorporated document.

Location

11. The subject site is bound by streets on three sides - Queens Road, Melbourne (to the west), Beatrice Street (to the north) and Queens Lane (to the east/rear).
12. The site consists of three separate blocks of three-storey brick flats constructed at the end of the Interwar period. To the north end is *Glen Eagles* (no. 58), in the middle is *Kinross* (no. 59), and to the south end is *Kinfauns* (no. 60).

¹ Amendment C161 port-fact-sheet
² www.portphillip.vic.gov.au/planning-and-building/planning-scheme-amendments/amendment-c161port-part-1-and-2-update-amendment
³ www.portphillip.vic.gov.au/planning-and-building/planning-scheme-amendments/amendment-c161port-part-1-and-2-update-amendment
⁴ Clause 22.04 Heritage Policy [proposed], Port Phillip Planning Scheme, Exhibition Documents (Background Documents)



Aerial, with approximate boundaries of subject site indicated
(Source: Nearmap, November 2020)

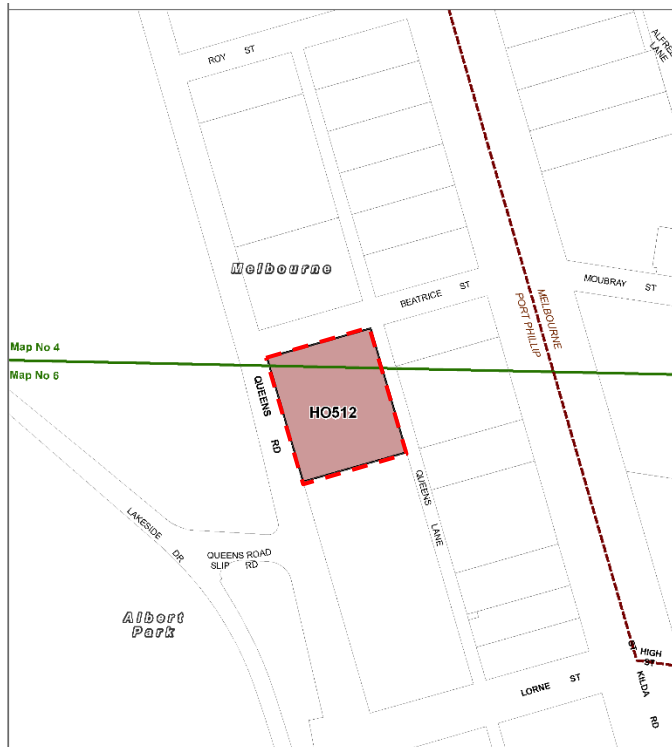
Heritage Status

13. The site is not currently included in the Schedule to the Heritage Overlay in the *Port Phillip Planning Scheme*.
14. Amendment C161 proposes to apply an individual heritage overlay (HO512) to 58-60 Queens Road that would encompass the entire site. Significant places are defined at Clause 22.04 (Heritage Policy) of the Port Phillip Planning Scheme.

Significant heritage places include buildings and surrounds that are individually important places of either State, regional or local heritage significance and are places that together within an identified area, are part of the significance of a Heritage Overlay. These places are included in a Heritage Overlay either as an area or as an individually listed heritage place and are coloured "red" on the City of Port Phillip Heritage Policy Map in the Port Phillip Heritage Review, Volume 1-6.

15. The Amendment does not propose any specific controls (i.e. internal controls, external paint controls or tree controls) at the subject site.⁵

⁵ 'Schedule to Clause 43.01 Heritage Overlay' Am. C161, Port Phillip Planning Scheme, Exhibition Documentation



Proposed Heritage Overlay (HO512) shown dashed red – part of Planning Scheme Maps 4HO & 6HO.
(Source: Am. C161, Port Phillip Planning Scheme, Exhibition Documentation)

16. The following *Statement of Significance* for *Glen Eagles, Kinross and Kinfauns* at 58-60 Queens Road, Melbourne, is proposed as part of the amendment:⁶

What is significant?

Glen Eagles, Kinross and Kinfauns at 58, 59 & 60 Queens Road, Melbourne, built in 1940-41 as an investment for Margot O’Donohue and Frank Lynch are significant. The three-storey brick blocks of flats are of a restrained, but well-composed, Moderne design and are situated within a landscape setting that contributes to their character. Along the rear boundary of the site is a row of 23 single car garages for its residents, which are supplemented by vehicle parking elsewhere on this site.

Non-original alterations and additions are not significant.

How is it significant?

The complex containing *Glen Eagles, Kinross and Kinfauns* flats, their landscape setting, and rear garages, is of local aesthetic and historic significance to Port Phillip.

Why is it significant?

This complex of flats is of local historical significance to Port Phillip. It is a large and intact complex of low-rise flats built in Queens Road, Melbourne in the early 1940s. This complex is of local historical value as it demonstrates the significant role that Queens Road played in flat development in the municipality from the Interwar period, due largely to its close proximity to public transport and the views it afforded to Albert Park Lake. It is also an example of a flat development by Margot O’Donohue and Frank Lynch, who built at least one other large block of flats in Queens Road. (Criterion A)

The complex is of local aesthetic significance to Port Phillip, as a large and intact example of an early 1940s flats complex designed in a restrained, but well-composed, Moderne style. The three blocks of flats, *Glen Eagles, Kinross and Kinfauns*, demonstrate a transition in styling of blocks between the more ornate styles of historicism and Streamline Moderne, to that of the uncompromisingly Modern developments of *Newburn and Stanhill* flats. (Criterion E)

Glen Eagles, Kinross and Kinfauns are a particularly fine, representative, and intact example of an Inter-war flat complex, demonstrating key features of flat design of this period, including incorporation of vehicle accommodation, and garden settings for each block. These garden settings, combined with the modest scale of the blocks (three-storey) and their hips roofs, provide a residential scale and character to this complex, absent in many Post-war flat developments in Port Phillip. It was these design

⁶ Citation No. 226, Port Phillip Heritage Review extract, June 2020 – Volume 2-6 – Revised citations, Exhibition Documents (Changes to Incorporated Documents).

attributes in early flats that helped shift earlier negative perceptions of flat living, to their growth in popularity with single and smaller family units in the Inter-war period. (Criterion D)

17. It is noted that in the 'Why is it significant' part of the *Statement of Significance*, three significance criteria are discussed (Historical - A, Representative - D, and Aesthetic - E) however representative significance (criterion D) is not mentioned under the 'How is it significant' section of the statement.

Methodology

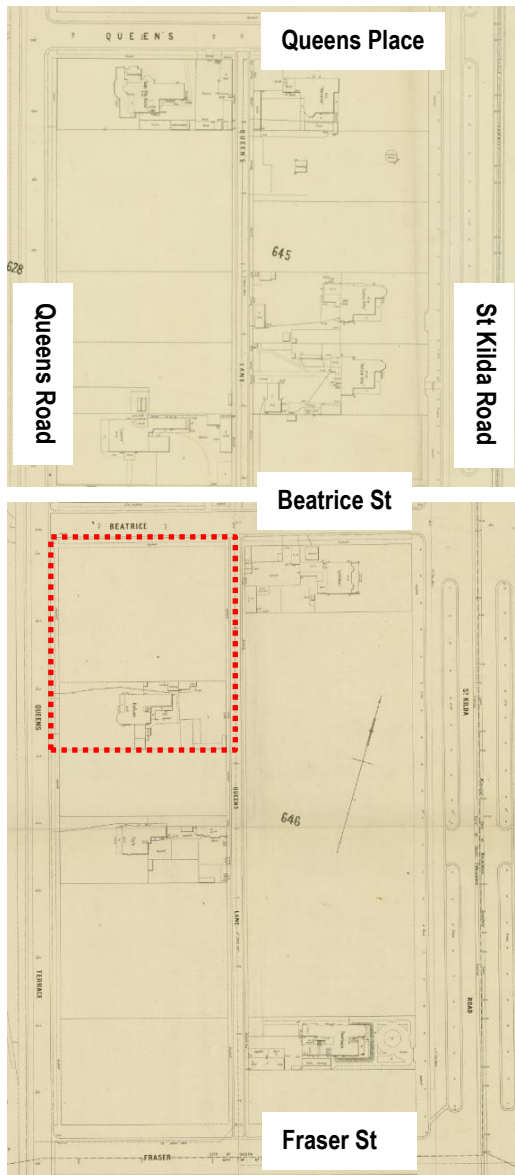
18. The methodology adopted in reviewing the cultural significance is in accordance with the processes and criteria outlined in the *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance*, known as the *Burra Charter* (Australia ICOMOS, 2013) and *Applying the Heritage Overlay, Planning Practice Note 1, August 2018*. In preparing this report, I have undertaken the following:

- A site inspection of the subject site from the public domain.
- Review of background documents including:
 - *58, 59 & 60 Queens Road, Melbourne. Heritage Assessment* (Peter Andrew Barrett, November 2017).
 - Submissions to Amendment C161
 - Exhibition Documents to Amendment C161.
 - Planning Panels Victoria Directions Letter dated 11 November 2020.
- Historical research including:
 - Newspaper articles available on Trove online (historical newspapers).
 - Historic aerials via Landata online.
- An assessment of the development of the site.
- A design and comparative analysis.
- An assessment of the heritage significance of the site as warranting an individual heritage overlay.

HISTORY

Preliminary

20. The traditional owners of the land are the Yalukut Weelam clan of the Boon Wurrung who lived in and on the land around Melbourne for at least 40 000 years.
21. European settlement of Melbourne commenced in 1835. In 1875 the Government sold and subdivided the land in St Kilda abutting the Albert Park Reserve. The subject site formed original allotments 16 (no. 60), 17 (no. 59), and 18 (no. 58), of Section U of the government subdivision.⁷ The allotments facing St Kilda Road and Queens Terrace (now Queens Road) were large, rectangular parcels. The Queens Road allotments afforded broad views of Albert Park Reserve.



The subject site is indicated (dashed red). An earlier house (*Kinfauns*) at no. 60 is evident.
 1896 MMBW, Detail Plan 643, 644, 645, 905 & 906, City of Melbourne and South Melbourne; 1897 MMBW, Detail Plan 646, City of South Melbourne (Source: SLV)

22. By the end of the 19th century, limited development had occurred in the area as only nine houses had been constructed on Queens Terrace and St Kilda Road, between Queens Place to the north and Fraser Street to the south. This included

⁷ Peter Andrew Barrett, *58, 59, 60 Queens Road, Melbourne: Heritage Assessment*, November 2017, p3

an earlier house (*Kinfauns*) at no. 60 (subject site). The nine Victorian period houses were substantial in size and had front verandahs and considerable front yards. Sometime after 1897, a house (*Wandook*) was constructed at nos 58 & 59 (subject site).

23. Some details of the earlier buildings on the site are evident on 1931 aerial. Whilst the resolution is not high, it is apparent that there was established planting in the front part of the site about where the extant palm tree is located.



1931 aerial, showing approximate extent of the subject site (highlighted)
(Source: Landata, Maldon Prison Run 14 Frame 2759)

24. In 1940 the earlier *Kinfauns* and *Wandook* were purchased by Margot O'Donohue and Frank Lynch. In August a large demolition sale 'owing to the erection of modern flats' was held.⁸

Flat Development along Queens Road

25. As noted in Barrett's assessment, residential flats were not uncommon in the 1800s. Such examples were prevalent in Britain from the early 1800s and America from the 1850s and catered to the affluent.
26. This new form of housing became evident in Australia in the early 20th century. In 1912 the Majestic Mansions, a purpose-built block of flats was constructed on Fitzroy Street, St Kilda by builder/developer J R Daley.⁹ In 1914 *The Canterbury* at 236 Canterbury Road, St Kilda West, designed by architectural firm H W & F B Tompkins was constructed. Both buildings survive as two of the earliest surviving flat developments in Melbourne.
27. Barrett outlines that this radical form of housing was initially met with some criticism as they were viewed as unsuitable for children and detrimental to family life. However, by the 1920s increasing numbers of luxury flats were being built in affluent areas such as St Kilda. By the 1930s much of the stigma surrounding flat living had diminished and Queens Road had become a desirable location for the affluent.¹⁰
28. The large allotments that fronted Queens Road were an attractive prospect to flat developers due to their generous size and notable location overlooking Albert Park. In 1936 *Brookwood* (HO346) a Streamline Moderne/Art Deco block of flats

⁸ P A Barrett, *58, 59, 60 Queens Road, Melbourne...*, p4

⁹ Gillian Upton, 'The George – St Kilda Life and Times,' p77

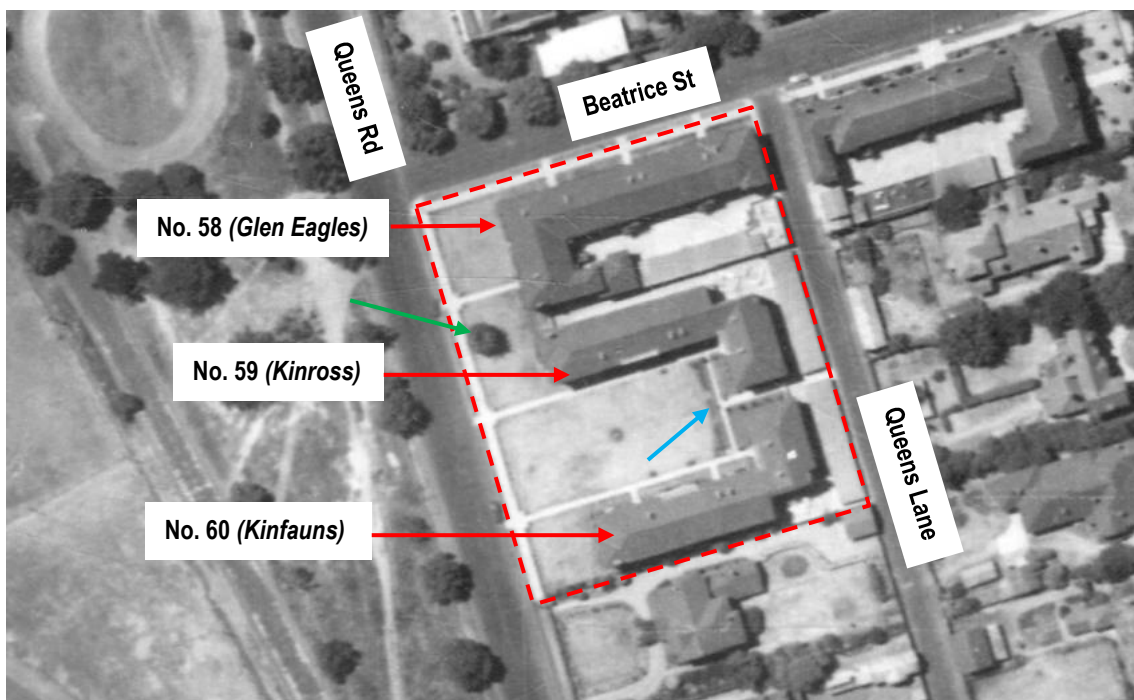
¹⁰ 'Social Gossip,' *Herald*, 20 February 1932, p20; 'Social,' *Table Talk*, 3 March 1932, p39

at 32 Queens Road was developed by Claude de Bernales. Bernales had established Brookwood Estates Limited, which developed flats in Queens Road and St Kilda Road, as well as Ascot Estates Limited which developed flats in St Kilda.¹¹

29. In 1936 the *Flats* (HO333) at 628 St Kilda Road was constructed, designed by Marsh & Michaelson Architects in an English Vernacular Style. In the mid-late 1930s the *Kia Ora* flats at 449-453 St Kilda Road was developed by Kia Ora Investments Pty Ltd, designed by L Levy in a Streamline Modern style. In 1938 *Lancaster House* (HO321) the block of flats at 18 Queens Road was constructed, designed by Purnell & Pearce in a Georgian-Revival style.

Subject Site

30. *Glen Eagles*, *Kinross* and *Kinfauns* - at 58, 59 & 60 Queens Road respectively - were constructed during 1940 and 1941 for Margot O'Donahue and Frank Lynch, property developers who traded under the name Arden Real Estate and Investment Company.
31. The names of the subject buildings have Scottish origins. *Kinross* is a burgh in northern Scotland, *Kinfauns* is both a parish as well as the name of a 19th century castle in the county of Perth, and *Glen Eagles* is a glen in the hills of Perth and Kinross.¹²
32. A 1945 aerial of the subject site shows the original building forms of the three subject flats. The flats are strategically orientated to take advantage of the sun and have an L-shaped configuration with internal courtyards that are integral to the functionality of the design. Linear paths serving the blocks of flats and large areas lawns are evident.
33. The aerial also shows that flats are set back a considerable distance from Queens Road, providing open front yards. At the front – between *Glen Eagles* (no. 58) and *Kinross* (no. 59) - the extant palm tree is evident (possibly a Canary Island Date Palm [*Phoenix Canariensis*]) and it appears to be an established specimen. Otherwise limited landscaping is evident except at the east end of the large courtyard between *Kinross* and *Kinfauns*. It is likely there was a fence along the Queens Road and Beatrice Street boundaries, which is possibly the extant low, brick fence.



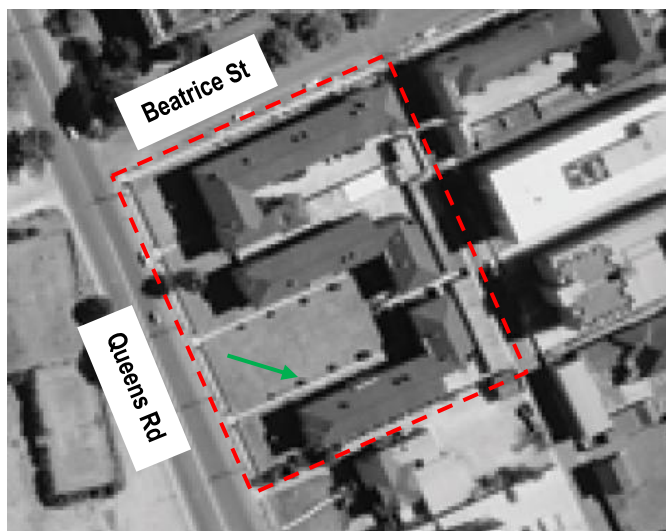
1945 aerial showing the approximate boundaries of the subject site (dashed red) and the building forms of the three flats. The extant tree is indicated (green arrow) as well as a small strip of landscaping (blue arrow). (Source: Landata, Melbourne and Metropolitan Area Project, No. 5, Run 19E)

34. Contemporary advertisements describe the features of the flats and indicate that they were luxury dwellings.

¹¹ P A Barrett, *58, 59, 60 Queens Road, Melbourne...*, p14

¹² <https://en.wikipedia.org/wiki/Kinross>; <https://www.genuki.org.uk/big/sct/PER/Kinfauns>; https://en.wikipedia.org/wiki/Kinfauns_Castle; <https://findwords.info/term/gleneagles>, accessed 13 January 2021,

35. An advertisement in the *Argus* dating to March 1941 described *Kinfauns* at no. 60 as consisting of:
- Eighteen New Flats.
 - Each Containing Four Perfectly Appointed Rooms and Giant-enclosed Sunroom
 - Carpeted Entrances. Covered Kitchen Floors. Fitted Wardrobes. Rubbish Chutes. Soundproof Floors. Sunny Aspect
 - Overlooking Golf Links and Parklands.¹³
36. An advertisement of September 1941 outlined similar details of the flats at *Glen Eagles* at no. 58.
- New Flats, Corner Position. Overlooking Parklands and Golf Links.
 - All Front Flats, Sunny Aspect.
 - Four and Five Large Rooms, Glassed-in Sunrooms, Carpeted Entrances. Covered Kitchen Floors. Built-in Fitted Wardrobes.
 - Cream Woodwork. Rubbish Chutes¹⁴
37. Flat 1 of *Kinross* at no. 59 was described as a luxury flat with two bedrooms in the latter edition.¹⁵
38. The subject flats were constructed by builder, Charles Hector Young. He is described as a carpenter in rate books and later he advertised as a builder.¹⁶ Charles resided at 310 Koornang Road, Carnegie at the time of his death in 1944 (aged 44).¹⁷ He was the son of Janet and George Young and the husband of Mollie Young. His brother Albert, was appointed executor of the will, and may have also been a builder.¹⁸
39. A 1968 aerial of the site shows the landscaped setting to the front of the subject site as largely unchanged, with the exception of several bushes/shrubs along the north and south sides of the internal courtyard between *Kinross* and *Kinfauns*.



1968 aerial showing the approximate boundaries of the subject site (dashed red). There are trees along the north and south sides of the internal courtyard between *Kinross* and *Kinfauns* (green arrow).
(Source: Landata, Melbourne Project, No. 656, Run 26, Frame 202)

40. In 1972 the covered car parking was introduced to the front of the site between *Kinross* and *Kinfauns*, which was designed by architects Stephenson & Turner. A 1974 aerial shows that it consisted of a central paved section, carport structures to the north and south sides, and enclosed by a brick wall to the west.

¹³ 'Flats Vacant,' *Argus*, 15 March 1941, p18

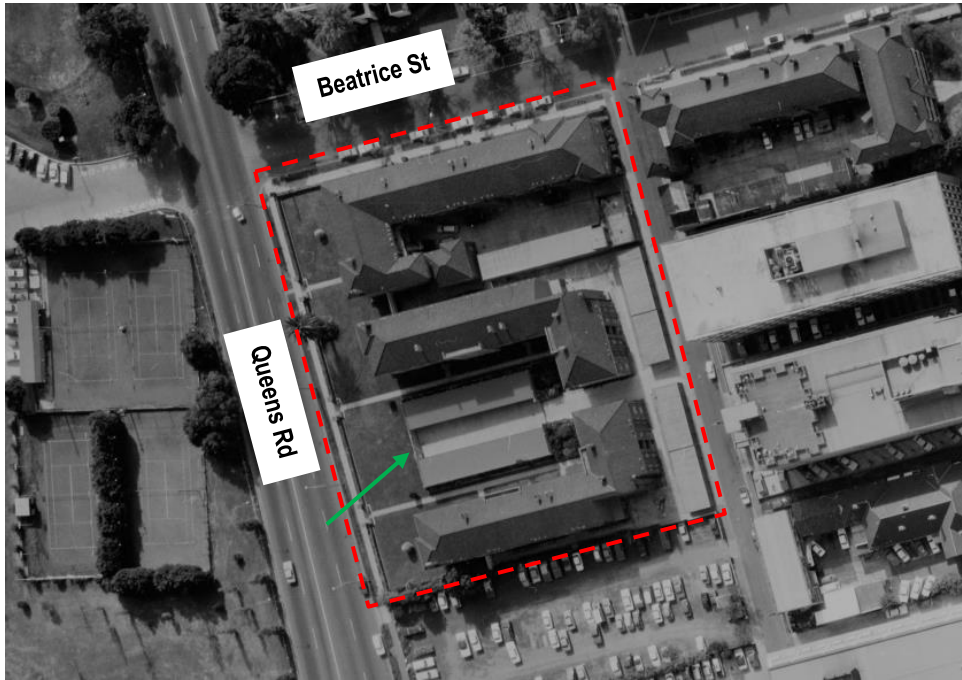
¹⁴ 'Flats Vacant, Wanted,' 20 September 1941, p12. *Glen Eagles* is then listed as no. 57

¹⁵ 'Flats Vacant, Wanted,' 20 September 1941, p12

¹⁶ City of Caulfield rate book, 1937-38 entry 2575, Deaths, 'Professions and Trades Section,' *Sands & McDougall's Directory*, 1942, p2023

¹⁷ 'Deaths', *Argus*, 2 November 1944, p2

¹⁸ 'Deaths', *Argus*, 6 November 1944, p13; City of Caulfield rate book, 1933-34, entry 3908



1974 aerial showing the approximate boundaries of the subject site (dashed red).
Covered carparking and paving has been added between *Kinross* and *Kinfauns* (green arrow).
(Source: Landata, Melbourne Project, No. 656, Run 26, Frame 202)

41. The historic aerials reveal that much of the extant landscaping to the front part of the site has been introduced since 1974. This includes the screen of trees along the Queens Road boundary and basalt edging to planter boxes.

Margot O'Donahue and Frank Lynch

42. O'Donahue was responsible for the extant block of flats *Lenhurst* at 33 Queens Road constructed t in 1936-37 in an English Vernacular Revival style. The adjacent *Stanhill* was constructed in 1945-50 and designed in a Modernist style by Romberg & Shaw.¹⁹ Both *Lenhurst* and *Stanhill* are located on the same allotment and included in HO346 / VHR - H1875.
43. O'Donahue and Lynch were most likely responsible for the block of flats at 17 Queens Road (*Monterey*), which is almost identical to the subject flats (albeit overpainted). 17 Queens Road is not protected by a heritage overlay.

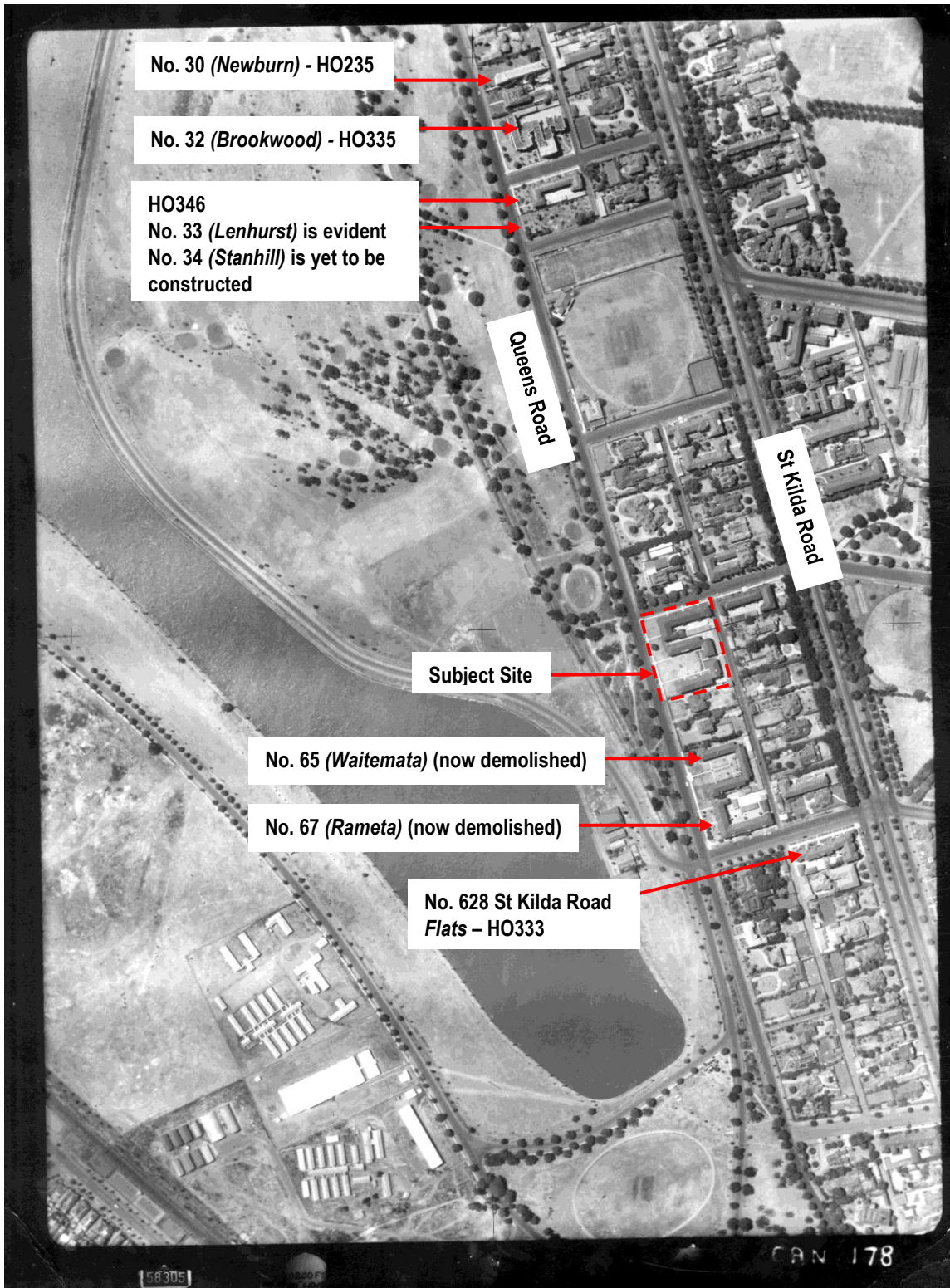
Late Interwar period

44. By the late Interwar period, many sites in the area, such as the subject site, had been redeveloped to accommodate the growing trend in flat development. The 1945 aerial (see below) shows the section of road between Louise Street to the north and Union Street to the south and captures this pivotal phase of development. Queens Road consists of large, deep rectangular sites, with vehicular access from Queens Lane to the rear.
45. The following 1945 aerial shows the *Brookwood* (1936) and *Lenhurst* flats (1936-37) have similar characteristics to the subject site such as a generous landscaped front yard and a building form that is configured to take advantage of the sun. Some paving has been introduced to the site, as is the case with the subject site.
46. The *Waitemata* flats at no. 65 and *Rameta* flats at no. 67, are evident to the north of Lorne Street (both now demolished). Both flats had been constructed by 1942 and also have a similar building footprint and layout to the subject site, for example the buildings have an L-shaped footprint and internal courtyards, a substantial garden setting at the front (west) of the site, and garages at the rear (east) of the site.²⁰
47. A historic photograph dated 1950 shows the *Waitemata* flats and *Rameta* flats and landscaped garden setting at the front of the site. By the late Inter-war period this element had become a common feature of flat design.



Waitemata flats at no. 65 (left) and *Rameta* flats at no. 67 (right).
(Source: '£187,500 for Queen's-rd. Flats,' *Age*, 13 January 1950, p1)

¹⁹ Whilst both nos 33 + 34 are included in the overlay, the *Statement of Significance* for HO346 only refers to *Stanhill*. (Source: VHD)
²⁰ *Sands & McDougall's Directory*, 1942, p60



1945 aerial showing the approximate boundaries of the subject site indicated (dashed red). Seven other Interwar period flats had been constructed along Queens Road/St Kilda Road. Five of those flats (Lancaster (north of aerial), Newburn, Brookwood, Stanhill, and the flats at 628 St Kilda Road) are protected by individual heritage overlays in the Port Phillip Planning Scheme. Note: HO346 includes no. 33 (evident) and no. 34 which is yet to be constructed. (Source: Landata, Melbourne and Metropolitan Area Project, No. 5, Run 19E)

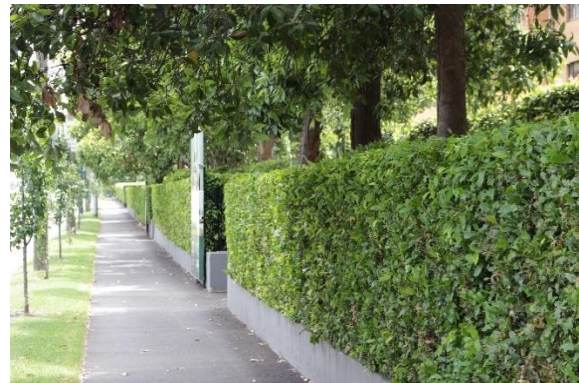
DESCRIPTION

Subject Site

48. The substantial site has an approximately 92 metre frontage to Queens Road and is about 76 metres deep.
49. The three storey brick flats are largely concealed by a perimeter hedge and large trees, that has mainly been introduced over the last half century. The palm tree in front of *Glen Eagles* (no. 58)/*Kinross* (no. 59) is by the far the oldest specimen and stands above the other trees.
50. On the Queens Road and Beatrice boundary is a low, brick fence that is possibly original (albeit rendered) which is typical of the Interwar period. A section of the rendered fence has been damaged/demolished along the Queens Road boundary. Metal palisade gates and hedging have been added.
51. The linear path configuration and main entry points from Queens Road and Beatrice Street are intact however the original courtyard between *Kinross* (no. 59) and *Kinfauns* (no. 60) is largely occupied by a paved and vehicle parking area, which is concealed by a planted screen.



Site from opposite side of Queens Road showing the tall palm tree.



Low, rendered fence along the Queens Road boundary.



Kinross (no. 59), Queens Road façade from entry path and landscaping.



Glen Eagles (no. 60), from Beatrice Street showing the landscaped setting to the front of the site.

52. A real estate photo shows the landscaped setting between *Kinross* and *Kinfauns* to the front of the site including what appears to be a sandstone obelisk. This was likely relocated/introduced to the site when/after the carports were added in 1972.²¹ It is not evident on the earlier aerials reproduced in this report.

²¹

www.realestate.com.au/sold/property-apartment-vic-melbourne-134976950, accessed 13 January 2021



Landscaped garden between *Kinross* and *Kinfauns* showing sandstone obelisk (arrow).

***Glen Eagles* (no. 58), *Kinross* (no. 59) and *Kinfauns* (no. 60)**

53. The three buildings, each with an L-shaped footprint, are orientated along the east-west axis of the deep site and are strategically positioned to take advantage of the sun. There are projecting bays to the ends of the street-facing elevations of each block.
54. Each building is three storey and has a hipped roof clad in dark/glazed terracotta tiles. The roofs are penetrated by broad brick chimneys whose cap has a single course of rowlock bricks and narrow brick (slip) coping. The eaves have a timber lined soffit.
55. Whilst not visible from the perimeter, aerials and some on-line photographs reveal that there are parapeted sections to the courtyard side of *Kinross* (no. 59) and *Kinfauns* (no. 60), which mirror each other.²²
56. The brickwork is laid in stretcher bond. *Kinross* (no. 59) and *Kinfauns* (no. 60) have cream face brick facades while *Glen Eagles* (no. 58) has a salmon face brick facade. All three flats have a manganese brick plinth and red face brick to the rear elevations with contrasting quoining to the outer corners.
57. The three buildings were designed in a restrained Moderne style and are for the most part identical in appearance. The facades are articulated by rectangular steel-framed windows with fine glazing bars and contrasting sill of narrow darker/manganese bricks. The original metal lettering (name and number) of each building survives.
58. Most windows have horizontal proportions and are tripartite in configuration - consisting of a casement either side of a central fixed pane - except for some multi-paned windows (to the corners and Queens Road elevation).



Glen Eagles (no. 58), Queens Road façade
The projecting bay is just evident on the right



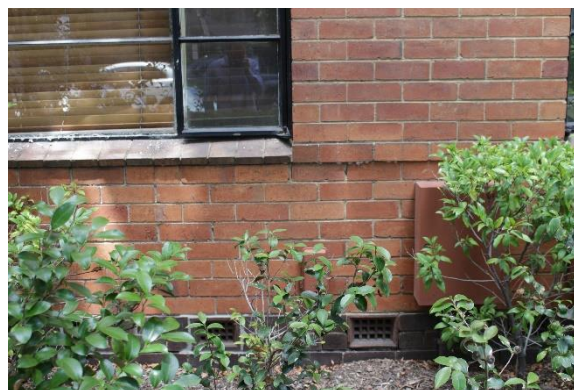
Kinfauns (no. 60), from Queens Road
Multi-paned corner windows

²²

Such as domain.com.au and realestate.com.au



Glen Eagles, Beatrice Road façade
Showing general horizontal emphasis contrasting with vertical window to stairwell



Glen Eagles showing contrasting manganese brick plinth and brick sill

59. The windows are located within shallow, recessed banding that has been carefully detailed. The banding extends along the façades to one brick length past the edge of the outer window. Above and below the banding is a projecting brick course that reinforces the horizontal form of the building.
60. There are also windows with vertical proportions to the entrances. They are narrow to *Glen Eagles* (no. 58) along Beatrice Street (north elevation) but some are larger to the courtyard side of *Kinross* (no. 59) and *Kinfauns* (no. 60). An example is visible in a recent real estate photo which shows the west facing projecting section of *Kinross* (no. 59) to the east end of the building.²³ The latter projecting section adds a strong contrasting vertical component to the façade, typical of the Moderne style, by way of a parapet roof that extends above the main hipped roof and the large multi-paned vertical window.



Kinross (no. 59), showing the west facing entry at the east end of the building. The projecting section is articulated by a large window of vertical proportions (arrow) and recessed entry with concrete canopy. (Source: onthehouse.com.au)

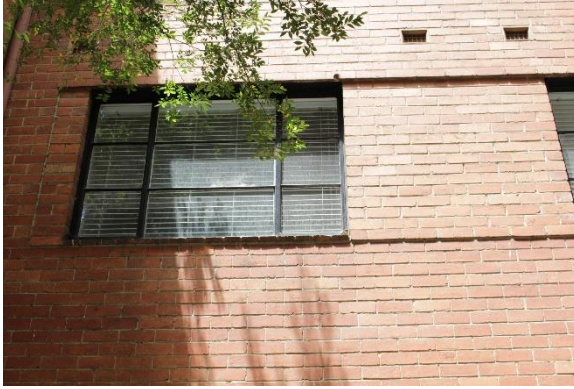


Glen Eagles (no. 58) narrow vertical window

61. The visible entries of all three blocks are recessed and include a rendered/concrete canopy with a moulded edge. The entry/rear wall has manganese brick and original steel-framed doors are evident. The terracotta tiling to the decks may be original.

²³

www.onthehouse.com.au/property/vic/melbourne-3004/2-59-queens-rd-melbourne-vic-3004-19324644, accessed 13 January 2021



Glen Eagles, showing recessed banding and projecting brick course



Glen Eagles showing entry on Beatrice Road facade

Garages

62. The first garages were built to the rear of *Glen Eagles*. There are 13 extant garages in an L-shaped arrangement, four of which are located along the Queens Lane boundary.²⁴ The original garage section and detailing, including the brick coping in a rowlock brick configuration, has largely been retained. A change to the original drawings saw a caretaker's residence above the garages removed and replaced with the extant outdoor clothes drying area.



Queens Lane (rear) façade showing *Glen Eagles* (no. 58) to the right and original single car garages (x4) to the left, with outdoor clothes drying area above.



Queens Lane façade showing vehicular entry (right) between *Kinross* (no. 59) and *Kinfauns* (no. 60). The additional garages along the Queens Lane boundary had been constructed by 1945.

63. Nineteen additional garages to the rear of *Kinross* and *Kinfauns* on the Queens Lane boundary were built shortly after the flats were constructed and are of a similar design to those behind *Glen Eagles*.²⁵

Moderne style

64. The subject flats are designed in a restrained, late iteration of the Moderne style.²⁶ The Moderne style was typically perceived as being progressive and was indebted to the Modernist aesthetic which was gaining interest in Australia during the 1930s, and referenced the 'streamlined' aesthetic of modern industrial design.
65. Modernism emerged in Melbourne (and Australia) during the late Interwar period and evolved from diverse transnational sources, including the work of European modernists, such as Le Corbusier, Walter Gropius, Marcel Breuer and Ludwig Mies van der Rohe. Presented as an anti-style by practitioners and as a distinct break with earlier/historical styles, building design was to relate to purpose and functionality – houses were to be machines for living - with a focus on simple geometric forms and plain facing materials. Decoration was eschewed.

²⁴ P A Barrett, *58, 59, 60 Queens Road, Melbourne...*, pp4-5

²⁵ Landata, 1945 aerial, Melbourne and Metropolitan Area Project, No. 5, Run 19E. The additional garages along Queens Lane are evident.

²⁶ P A Barrett, *58, 59, 60 Queens Road, Melbourne...*, p20

66. The subject complex of three similar blocks of flats are good and intact examples of the more restrained expression of the Moderne style as it had evolved by the late 1930s. They demonstrate a strong horizontal emphasis, subtly articulated in face brick walls in colours typical of circa 1940 - cream and salmon - with some contrasting vertical expression resulting in an uncluttered aesthetic. Steel-framed windows with horizontal glazing bars, including corner windows, are also indicative of the style and are representative of a wider acceptance of materials that had hitherto been largely associated with industrial buildings.
67. The flats have hipped roofs indicative of their residential setting. Whilst more progressive examples of the Moderne style would have a flat roof, most buildings had a pitched roof, though often parapets were employed to largely conceal the latter type of roof.

Comparative Analysis

68. The block of flats at 17 Queens Road (*Monterey*) is almost identical to the subject buildings and has an L-shaped building footprint, hipped roof, recessed entries with concrete canopy, and façade detailing including metal windows of horizontal proportions, shallow recessed brick banding, and projecting brick course. Whilst overpainted, it appears to have a similar colour palette to that of the subject buildings, consisting of a manganese brick plinth, and salmon and cream coloured brick façade (visible where the paint is failing).
69. On the Queens Road and Arthur Street boundaries is a low brick fence (overpainted) which is likely original.



Monterey at 17 Queens Road from the Arthur Street intersection. It is almost identical the subject flats, although overpainted.



Monterey, showing recessed entry



70. Peter Barrett identifies the blocks of flats constructed during the Interwar period in the vicinity of the subject site. The buildings are of no uniform architectural style, rather a variety of styles were employed that were popular in the 1920s through to the 1940s.²⁷ This includes styles such as the English Vernacular Revival, Georgian Revival, Streamline Moderne, Art Deco and Modernism.
71. From the identified group of flats, five are protected by an individual heritage overlay. This includes the *Brookwood Flats* (HO346) constructed in a Streamline Moderne style, *Lancaster House/Flats* (HO321) constructed in a Georgian Revival style, the *Flats* at 628 St Kilda Road constructed in an English Vernacular style, and *Stanhill* (HO346) and *Newburn* (HO235), both constructed in a Modernist style.²⁸ The Moderne style of the subject flats contributes to the array of various architectural styles along Queens Road that were popular during the Interwar period.
72. The surviving Interwar blocks testify that this part of Port Phillip was at the forefront of flat development in Melbourne during the Interwar and early Postwar periods.²⁹
73. It is evident that the subdivision pattern along Queens Road and St Kilda Road is unique and consists of deep sites that are not commonly seen in a suburban context. Combined with the location and views afforded to Albert Park, a sub-type of flat typology developed that was specific to the area and more substantial than the norm. The large sites allowed for buildings to be set back from the street and for the provision of relatively generous landscaped areas/courtyards, typically about an L-shaped or U-shaped building footprint.

²⁷ P A Barrett, *58, 59, 60 Queens Road, Melbourne...*, p13

²⁸ *Lenhurst* is included HO346 and is designed in an English Vernacular style


²⁹ P A Barrett, *58, 59, 60 Queens Road, Melbourne...*, pp11-13

74. Flats constructed during the Interwar period did not necessarily make provision for garages. That they were usually provided to the flats in this part of the municipality suggests that a relatively affluent occupant/owner was anticipated. The substantial parcels of land with a wide rear lane, Queens Lane, allowed for easy vehicular access and a logical location for the garages.
75. The following schedule provides a summary of many contemporary flats constructed in the area. They mostly date to the latter part of the Interwar period (circa 1935 to circa 1940) with some dating to the subsequent decade/Post-WWII period. Architecturally, the popular contemporary styles are apparent in this group – primarily the Moderne and the English Vernacular Revival (or Tudor Revival), with one example of the Georgian Revival style. As a group they are largely intact and good to fine examples of their respective idioms. In each case the heritage controls at a local and state level (if applicable), name + address, details of the place and an accompanying photo has been provided.

Heritage Controls	Address	Details	Photo
N/A	8 Louise Street Not identified in the <i>Heritage Assessment</i>	<ul style="list-style-type: none"> • Probably 1950s • Two-storey cream brick • U-shaped building configuration with central courtyard. • Metal-framed windows 	 <p data-bbox="906 981 1086 1003">Louise Street façade</p>
N/A	Monterey 17 Queens Road	<ul style="list-style-type: none"> • Constructed circa 1940 • Moderne style • Brick walls overpainted • Builder/designer not confirmed • Possibly Ardern Real Estate and Investment Company 	 <p data-bbox="906 1384 1086 1406">Arthur Street façade</p>
HO321	Lancaster House/Flats 18 Queens Road	<ul style="list-style-type: none"> • Constructed in 1938 • Georgian-Revival style • Designed by Purnell & Pearce 	 <p data-bbox="906 1742 1086 1765">Queens Road façade</p>

Heritage Controls	Address	Details	Photo
HO235 + VHR H578	<i>Newburn Flats</i> 30 Queens Road	<ul style="list-style-type: none"> • Constructed 1939-42 • Modernist influence, distinctive example • Romberg and Shaw 	 <p data-bbox="868 584 1054 607">Queens Road façade</p>
HO335	<i>Former Brookwood Flats</i> 32 Queens Road	<ul style="list-style-type: none"> • Constructed in 1936 • Streamline Moderne with Art Deco embellishments • Architect not known • Claude de Bernales, property developer 	 <p data-bbox="868 949 1050 972">Louise Street façade</p>
HO346 + VHR H1875	<i>Stanhill</i> 34 Queens Road ³⁰	<ul style="list-style-type: none"> • Constructed 1945-50 • Functionalist style, early and distinguished example of a 'purer' version of Modernism • Romberg and Shaw • Residential apartment building 	 <p data-bbox="868 1420 1054 1442">Queens Road façade</p>
Included in HO346 + VHR H1875	<i>Lenhurst</i> 33 Queens Road	<ul style="list-style-type: none"> • Constructed in 1936-37 • English Vernacular Revival style • Architect not known • Margot O'Donohue, property developer 	 <p data-bbox="868 1760 1054 1783">Queens Road façade</p>

³⁰ Lenhurst (no. 33) and Stanhill (no. 34) form part of the same parcel.

Heritage Controls	Address	Details	Photo
HO333	<p><i>Flats</i> 628 St Kilda Road</p>	<ul style="list-style-type: none"> • Constructed in 1936 • English Vernacular Revival style • Marsh & Michaelson Architects 	 <p>(Google Street View, 2019)</p>

CONCLUSION

76. The group of three adjacent blocks of flats at 58-60 Queens Road, Melbourne (that is, *Glen Eagles, Kinross and Kinfauns*) were built at the end of the Interwar period, 1940-41, at the early stages of WWII, by Charles Hector Young, a local builder who may have constructed similar flats in the area. The site was developed by property developers Margot O'Donohue and Frank Lynch. O'Donohue is responsible for the *Lenhurst* flats at 33 Queens Road and the pair are most likely responsible for *Monterey* at 17 Queens Road, which has been designed in a very similar manner to the subject sites.
77. The subject group of flats are good and intact examples of the late iteration of the Moderne style with their restrained and well-composed exteriors. Their elongated form allows for ready appreciation of the horizontal emphasis of their subtle brick detailing and 'stream-lined' aesthetic. The Moderne style of the flats would also contribute to the array of architectural styles on Queens Road which were popular during the Interwar period.
78. The subject group of flats are representative of a distinctive sub-type of flats – a high-end group dating to the mid-20th century – late Interwar and Post-WWII periods - that developed along Queens Road and nearby in St Kilda Road. This sub-group relate to a pivotal phase of flat development of consistently large buildings with generous garden settings and typically include garages and are associated with the changing perceptions of flat living.
79. It is confirmed that the three adjacent blocks of flats at 58-60 Queens Road, Melbourne - being *Glen Eagles, Kinross and Kinfauns* - meet the threshold for local heritage significance in three of the eight recognised HERCON Criteria used for the assessment of heritage value,³¹ namely
 - Criterion A – historical,
 - Criterion D – representativeness,
 - Criterion E – aesthetic.
80. As such, the recommendations of the *Heritage Assessment* for the subject site by Peter Barrett and the application of an individual heritage overlay to the site (HO512), as proposed by Amendment C161 of the Port Phillip Planning Scheme, is supported with minor recommendations:
 - That in the 'How is it significant' section Statement of Significance that that the sites representative significance (Criterion D) is included as it is outlined in the 'Why is it significant' section.
 - That tree controls are added into the Schedule to the Heritage Overlay in relation to the historic palm tree - possibly a Canary Island Date Palm (*Phoenix Canariensis*) to the front of the site. The species should be confirmed by an arborist.

End of report

³¹ 'Planning Practice Note - Applying the Heritage Overlay,' August 2018. (Source: <https://www.planning.vic.gov.au/resource-library/planning-practice-notes>)