PLAN HERITAGE
Heritage Planning Consultants

Cranbourne Town Centre:

Heritage Overlays Review

14 August 2020

Cranbourne Town Centre Heritage Overlays Review

Prepared by Plan Heritage for the City of Casey, June 2020

DRAFT REPORT   10 June, 2020

FINAL REPORT   28 June 2020

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EXECUTIVE SUMMARY

Introduction

The City of Casey contains a broad range of heritage assets including Victorian, Federation, interwar and post-war dwellings, commercial buildings, pastoral and farming buildings, and cultural landscapes as well as a range of public buildings and features such as bridges, railway stations, community buildings, churches and halls. Many of these places are of aesthetic, social, historic, cultural, technical and/or spiritual significance to the municipality.

In June 2018 Council adopted the *Cranbourne Town Centre Structure Plan 2018* (the Structure Plan) to guide the growth and development of this major activity centre over the next 20 years. The Structure Plan identifies 'Culture and Heritage' as a key principle to guide growth and development within the area and has set a goal to 'create a place that the community is proud of and where culture, heritage and history is celebrated'.

In order to assist Council to better understand and manage the heritage of Cranbourne Town Centre, Council has sought to review the documentation for the 11 places of local heritage significance within the area that are included on the Schedule to the Heritage Overlay. The review involves a full re-assessment of the significance and curtilage of each place, resulting in new citations and statements of significance for each of them.

This report includes an overview of the methodology, findings and recommendations of the review, as well as revised citations and curtilage (where relevant) for the 11 individual properties considered.

Key Findings

The key findings of the 'Cranbourne Town Centre: Heritage Overlays Review' are as follows:

- There are ten individual heritage places assessed to be of local significance (see Appendix A.1).

- There is one individual heritage place which is assessed as no longer meeting the threshold for local significance (see Appendix A.2)

- The curtilage for five places is recommended to be amended (see Appendix B)

- The schedule entry for ten places is recommended to be amended (See Appendix C)

The recommended changes for each place are set out in the table in Appendix E.

Recommendations

It is recommended that the Casey City Council:

- Adopt the 'Cranbourne Town Centre: Heritage Overlays Review' (2020) and include it as a Reference Document in the Planning Scheme;
- Implement the 'Cranbourne Town Centre: Heritage Overlays Review'(2020) by:
    - Removing from the Schedule to the Heritage Overlay at Clause 43.01s the individual place which does not meet the threshold for local significance, listed in Appendix A.2;
    - Amend the Schedule to the Heritage Overlay at Clause 43.01s with the schedule entries shown in the revised citation for each place and summarised in Appendix C; and

- Amend the existing HO curtilage in the HO Maps as shown in the revised citation for each place and summarised in Appendix B.

- Request that the Minister for Planning apply an interim Heritage Overlay to all places for an Interim Heritage Overlay to be applied to all places where the Heritage Overlay curtilage is proposed to be <u>extended</u>.

INTRODUCTION

Background and Brief

The City of Casey contains a broad range of heritage assets including Victorian, Federation, interwar and post-war dwellings, commercial buildings, pastoral and farming buildings, cultural landscapes, as well as a range of public buildings and features such as bridges, railway stations, community buildings, churches and halls. Many of these places are of aesthetic, social, historic, cultural, technical and/or spiritual significance to the municipality.

The *Planning and Environment Act 1987* places an obligation on municipal councils 'to conserve and enhance those buildings, areas or other places which are of scientific, aesthetic, architectural or historical interest, or other of specific cultural value'. Consistent with this objective, the City of Casey has prepared numerous heritage studies that identify places of heritage significance.

As a result of these studies, 187 properties throughout the municipality are currently included in the Heritage Overlay to the Casey Planning Scheme. Many of the heritage studies and assessments of heritage places were undertaken several decades ago and therefore have insufficient information to guide the management and conservation of the heritage places which they seek to protect. In addition, there are identified anomalies within the Schedule to the Heritage Overlay and the mapping of Heritage Overlay curtilage for some places.

Council commenced a review of the strategic framework for the Cranbourne Town Centre in late 2016 following reforms to the Victoria Planning Provision which had taken place during the original application of the Activity Centre Zone (ACZ) to the centre. These reforms made changes to state standard provisions for residential and commercial zones which the ACZ was originally modelled off and as a result it quickly became outdated. This afforded Council the opportunity to undertake a more comprehensive review.

In June 2018 Council adopted the *Cranbourne Town Centre Structure Plan 2018* (the Structure Plan) to guide the growth and development of this major activity centre over the next 20 years. The Structure Plan identifies 'Culture and Heritage' as a key principle to guide growth and development within the area, and has set a goal to 'create a place that the community is proud of and where culture, heritage and history is celebrated'. In order to assist Council to better understand and manage the heritage of Cranbourne Town Centre, Council has sought to review the documentation for the 11 places of local heritage significance within the area which are included on the Schedule to the Heritage Overlay. The review involves a full re-assessment of the significance and curtilage of each place, resulting in new citations and statements of significance for each place.

This report covers the assessment of the 11 heritage places included in the Schedule to the Heritage Overlay in the Cranbourne Town Centre, as specified in the study Brief (see Study Area below). It contains an overview of the methodology, findings and recommendations of the Review, as well as citations for the individual places identified as being of local significance and rationale as to why one place should be removed from the Heritage Overlay.

Figure 1 Study area showing 11 heritage places to be reviewed (orange).
Source: City of Casey RFQ006535, January 2020

Study Limitations

In keeping with the Brief, the key limitations and exclusions of the 'Cranbourne Town Centre: Heritage Overlays Review' are:

- The Review does not Identify and/or assess any places other than those 11 places of non-Aboriginal heritage significance specified in the Brief.
- The Review does not address pre-contact indigenous heritage, or places specifically of natural heritage.
- The Review does not re-assess places of State Significance within the study area (the World War One Avenue of Honour).
- The Review focusses on heritage significance and appropriate controls to recognise and protect this significance.

APPROACH AND METHODOLOGY

Introduction

The 'Cranbourne Town Centre: Heritage Overlays Review' 2020 (the Review) comprises the assessment of the 11 heritage places included in the Schedule to the Heritage Overlay for the Cranbourne Town Centre, as specified in the study Brief (see Study Area above). It contains an overview of the methodology, findings and recommendations, as well as citations of the individual places identified as being of local significance and an explanation as to why one place should be removed from the Heritage Overlay.

The Review was prepared in accordance with *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Heritage Significance* (revised 2013) and the Victoria Planning Provisions Practice Note No. 1 'Applying the Heritage Overlay' (2018) (the 'Practice Note').

The Burra Charter was first written by the heritage professional organisation, Australia ICOMOS, in the 1970s, and has been revised several times since, most recently in 2013. This document has established so-called 'values-based' assessment of heritage places, looking at their social, aesthetic, historic and scientific values. Since that time, standard heritage criteria have been based on these values. In the late twentieth century, the most commonly used standard criteria were the Australian Heritage Commission (AHC) criteria for the Register of the National Estate.

The AHC criteria have since been superseded by the Heritage Council Criteria for the Assessment of Cultural Heritage Significance (HERCON). These assessment criteria were adopted at the 1998 Conference on Heritage, and by the Heritage Council of Victoria in 2008, and are substantially based on the AHC criteria. The Practice Note recommends the use of the HERCON (or 'model') criteria for carrying out heritage assessments.

The Review was carried in general accordance with the set of tasks defined in Council's Brief. The consultants recommended a small number of changes and additions to the methodology set out in the Brief, which were agreed to by Council.

The consultant team was led by Annabel Neylon of Plan Heritage, with support from Natica Schmeder (Landmark Heritage) and Robyn Ballinger (History Making). Plan Heritage was responsible for project management and client liaison. Fieldwork and ground truthing was undertaken by Natica Schmeder and Annabel Neylon, who also prepared the revised curtilage, place descriptions, comparative analysis and statements of significance. Robyn Ballinger was responsible for historical review and research and for the preparation of locality and place histories. Plan Heritage prepared this background report, with assistance from Natica Schmeder and Robyn Ballinger.

Stage 1 - Scoping

Inception and Preliminary analysis

Detailed analysis of the existing place citations, Heritage Overlay curtilage and historical information was undertaken prior to the inception meeting with Council. This was held with Elena Spanos (Project Manager) and Marie Sheriff (Heritage Planner) to clarify the parameters of the project. In addition, Council was asked to provide any photographs which could be used for comparative analysis, previous statutory or strategic heritage reports or assessments prepared for any of the places, and any other relevant material which would assist.

As a consequence, Council provided the following additional resources after the Inception Meeting:

- Aerial images from 1939 and 1956 for each of the 11 places;
- The Conservation Management Plan for the Cranbourne Shire Offices, Town Hall and Post Office (Graeme Butler & Associates, 1996); and
- The Heritage Impact Assessment for 'Maratala' 130 Sladen Street prepared by Bryce Raworth in response to a recent development proposal.

Fieldwork and ground truthing

Each of the heritage places was inspected by Annabel Neylon and Natica Schmeder on foot.

The aim of the fieldwork was to gather sufficient information to prepare a new place description, compare the fabric, elements, curtilage and setting of each place with the information contained within the existing place citation for appropriateness and accuracy, and to ascertain any specific requirements required for research when preparing the place histories.

Most places were inspected from the public realm, the exception being where the occupant allowed access onto the land or to the interior of the building. The interiors of the following places were inspected with permission from the occupant:

- 'Maratala' (former 'Farnham') , 130 Sladen Street
- Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former) 156-160 Sladen Street
- St John the Evangelist Church of England Complex, 27-31 Childers Street.

Marie Sherriff (Heritage Planner) accompanied Natica Schmeder and Annabel Neylon to four of the 11 sites.

Review of historical information

A preliminary review of the histories included in the existing place citations was undertaken and gaps and errors in information identified. A preliminary bibliography was prepared of primary and secondary sources of new information for the place histories. They also provided details for the Cranbourne locality history, which was developed as part of the Review to provide a context for the individual place histories. These sources included Context's 'City of Casey Thematic Environmental History' (2004); Graeme Butler's 'City of Casey Heritage Study' (1997); information and photos held by the Cranbourne Library; State Library of Victoria photos; Claire Turner's *Cranbourne: A Town With a History* (2001); Niel Gunson's *The Good Country: Cranbourne Shire* (1983) and *The Good Country 'Into the Dawn of A New Day'* (1988); the blog *Casey Cardinia - links to our past*; and historical articles from local newspapers available on the Trove website. In addition, contact was made with Heather Arnold, Local History Librarian with Casey Cardinia Libraries, and Polly Freeman of the Narre Warren and District Family History Group.

Findings of Stage 1

A preliminary report outlining the initial findings of the Stage 1 Scoping study was prepared for Council on 21 February 2020. The report outlined the preliminary findings with regard to the significance of the 11 places. The general findings resulting from scoping undertaken was that the existing citations were insufficient to assist property owners or planners to understand

what, how and why the heritage places were significant. Perhaps as a result of this, the fieldwork revealed that substantial changes have occurred to many heritage places within Cranbourne. Some changes have been detrimental to the heritage places, and appear to have been undertaken without a permit, or with disregard to the advice of the heritage planner.

In summary, the findings of Stage 1 were that:

- One place (17 Stawell Street) was unlikely to retain sufficient integrity to warrant the Heritage Overlay due to extensive alterations and additions. The remaining ten properties retained sufficient significance to warrant remaining on the Heritage Overlay.

- All citations required revisions of a greater or lesser degree to the place histories, varying from a minor re-write and fact-checking through to fully researching and re-writing the history.

- All descriptions required substantial revisions and had to be re-written.

- All places required a comparative analysis to be prepared.

- All places required a new-format Statement of Significance in order to meet the standards of Practice Note PN001 *Applying the Heritage Overlay* (2018).

- More than half the places requires adjustments to the existing Heritage Overlay curtilage.

Stage 2 – Assessment and Reporting

Locality history

As historic places need to be understood within the broader themes of the historic development of the town, region and state, a locality history for Cranbourne was prepared. As the construction or establishment of the individual places under review ranged from the Victorian to interwar period, the locality history encompassed the contact settlement, Victorian, Federation, and interwar periods of development. This history provided a context for each of the ten individual places that required revised or new histories. The locality history was edited as required for use as the introduction to the history of each place, leaving only the pertinent sections to provide context for each place history.

Place histories

Individual histories were prepared for each place. The history researched and developed for each individual place aimed to answer the fundamental questions of when a place was created/built, for whom, by whom (builder and/or designer), and for what purpose. In addition, research was undertaken to determine the changes made over time to the place (both physically and in use). Where an associated person, e.g., owner, architect, builder, was potentially important in Cranbourne or the wider area, biographical information on that person was also included.

The following primary and secondary sources were accessed:

- Previous heritage studies and the 'City of Casey Thematic Environmental History' (see above 'Review of Historical Information')

- Local histories (see above 'Review of Historical Information')

- Certificates of title

- Rate books (details provided where available by Heather Arnold, Local History Librarian with Casey Cardinia Libraries)

- Cranbourne Parish and Cranbourne Township plans

- Trove and Newspapers.com newspaper searches

- State Library of Victoria online collections of historic maps, plans and photos

- Cranbourne Library collection of historic photos

- Miles Lewis' Australian Architectural Index

- University of Melbourne archives

- Sands & McDougall street directories

Heather Arnold, Local History Librarian with Casey Cardinia Libraries, was particularly helpful in supplying relevant information.

Documentation
During Stage 1, detailed notes and photographs were taken to record the place. This material informed the subsequent preparation of the description and comparative analysis of each individual place.

For individual places, the description set out the context (wider setting), the elements of the site (e.g. dwelling, fence, garden, outbuildings), the size and massing of the building (where relevant), materials, stylistic influence(s), features of note, any alterations and poor condition if observed.

Comparative analysis
Comparative analysis is an essential step to determining if a place meets the local (or State) threshold for heritage significance. The 'Applying the Heritage Overlay' Practice Note (2018) advises that:

… some comparative analysis will be required to substantiate the significance of each place. The comparative analysis should draw on other similar places within the study area, including those that have previously been included in a heritage register or overlay.

Comparative analysis is considered particularly important in deciding if a place is of architectural significance or of rarity value in a given area but can be applied to most place types to determine their relative importance in a locality or wider area.

Although the 11 places included in the Review were already included on the Heritage Overlay, the consultants felt that it was important to justify the places' significance and apply a similarly rigorous assessment as per the Practice Note guidance.

For the purposes of the Review, comparisons were sought more broadly than the immediate Cranbourne locale – mainly in the comparable township areas of Berwick and Narre Warren or other parts of the current City of Casey.

In this process, similar places (in terms of built-date, building type, and/or use/theme) already included in the Casey Heritage Overlay were used as 'benchmarks' to provide a basis for comparison. Potential heritage places and precincts were compared according to a range of factors, including how well they represented a historical theme, their architectural design quality, intactness, and rarity.

When the place under assessment was considered to be of equal or better quality than the 'benchmarks' it was judged to meet the threshold of local significance and considered worthy of continued inclusion in the Casey Heritage Overlay.

Where a place was found to be of a lesser quality than the 'benchmarks', its ongoing inclusion in the Heritage Overlay was questioned. This was the case for 17 Stawell Street, Cranbourne, whose removal from the Heritage Overlay is recommended (see discussion in 'Key Findings').

Assessment against criteria

In accordance with the 'Applying the Heritage Overlay' Practice Note (2018), heritage places are assessed as meeting either the threshold of 'State Significance' or 'Local Significance'. Places of local significance can include places that are important to a particular community or locality. Some of the places of local significance may also be important to the entire City of Casey, but this is not essential to meet the local significance threshold.

The Practice Note advises that assessment of whether a place meets the local or State threshold should be determined in relation to the model (HERCON) heritage criteria, which are as follows:

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 in 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).

In the context of this Review, where the criteria state 'our cultural or natural history', this phrase should be understood as 'Cranbourne or Casey's cultural or natural history'.

Each individual place was assessed against the above criteria, and a short discussion was prepared to address those criteria that they were considered to meet the threshold of local significance.

Statement of significance

All individual places confirmed to still meet the threshold of local significance for at least one HERCON criterion had a revised statement of significance prepared. While the existing statement of significance was considered for content, none were retained without change as they did not adequately meet the standards required by the current guidance in the practice note 'Applying the Heritage Overlay' (August 2018).

Each statement was prepared in accordance with *The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance* (rev. 2013); using the HERCON criteria and applying the threshold of local significance. Each assessment is summarised and written in the format recommended by the 'Applying the Heritage Overlay' Practice Note (2018), namely:

What is significant? - This section should be brief, usually no more than one paragraph or a series of dot points. There should be no doubt about the elements of the place that are under discussion. The paragraph should identify features or elements that are significant about the place, for example, house, outbuildings, garden, plantings, ruins, archaeological sites, interiors as a guide to future decision makers. Mention could also be made of elements that are not significant.

How is it significant? - A sentence should be included to the effect that the place is important because of its historical significance, its rarity, its research potential, its representativeness, its aesthetic significance, its technical significance and/or its associative significance. These descriptors are shown in brackets at the end of the heritage criteria listed above. The sentence should indicate the threshold for which the place is considered important.

Why is it significant? - This should elaborate on the criteria that makes the place significant. A separate point or paragraph should be used for each criterion satisfied. The relevant criterion should be inserted in brackets after each point or paragraph. Each point or paragraph may include the threshold for which the place is considered important.

Mapping and curtilages

The 'Applying the Heritage Overlay' Practice Note (2018) states in regard to mapping:

The Heritage Overlay applies to both the listed heritage item and its associated land. It is usually important to include land surrounding a building, structure, tree or feature of importance to ensure that any development, including subdivision, does not adversely affect the setting, context or significance of the heritage item. The land surrounding the heritage item is known as a 'curtilage' and will be shown as a polygon on the Heritage Overlay map. In many cases, particularly in urban areas and townships, the extent of the curtilage will be the whole of the property (for example, a suburban dwelling and its allotment).

However, there will be occasions where the curtilage and the Heritage Overlay polygon should be reduced in size as the land is of no significance. Reducing the curtilage and the polygon will have the potential benefit of lessening the number of planning permits that are required with advantages to both the landowner and the responsible authority.

On this basis, the Heritage Overlay curtilage for each individual place which met the threshold of local significance was re-considered.

As noted above, when a place of heritage significance is included in the Heritage Overlay with a boundary less than the cadastral boundaries, additional land is included around the element(s) of heritage significance. This land is known as the curtilage.

Inclusion of a curtilage is recommended by the Practice Note (2018) in order to: *retain the setting or context of the significant building, structure, tree or feature* and to *regulate development (including subdivision) in close proximity to the significant building, tree or feature*.

No change required
In four places, where the HO curtilage was applied to the whole of the property (to the cadastral boundaries), no change to the curtilage was required.

One place, McMorran's Oak was found to have an adequate HO curtilage applied to protect the above and below ground (root zone) fabric of the tree. Discussion on the application of HO curtilage to trees is included below.

Places where no change was required to the Heritage Overlay curtilage are listed below:

HO	Place	No.	Street	Locality
HO139	McMorran's Oak Tree	125 (part)	South Gippsland Highway	Cranbourne
HO131	Maratala (former 'Farnham')	130	Sladen Street	Cranbourne
HO147	St John's Church of England Vicarage (former)	34	Bakewell Street	Cranbourne
HO168	Cranbourne War Memorial		Greg Clydesdale Square, 125 South Gippsland Highway	Cranbourne
HO169	Motor Club Hotel	38-56	South Gippsland Highway	Cranbourne

Heritage Overlay curtilage to be applied to another location
One place, the World War Two Memorial planting and plaque (HO208), had the HO curtilage applied to an incorrect location.(Figures 2 and 3).

In this case, the existing curtilage is recommended to be removed from the HO Maps and reapplied correctly to a new location (shown below). Discussion specific to the manner in which the Heritage Overlay curtilage is applied to individual and groups of trees is included as a separate discussion in this report.

Figure 2 Existing curtilage for HO208 shown in pink shading. The mapping does not currently cover any areas of World War Two memorial plantings or other associated fabric, such as plaques. The two small pink sections to the north are applied to the prior location of the Cranbourne War Memorial and plaque (no longer in these locations).

Figure 3 Proposed new curtilage for HO204 (blue shading). To be applied to the row of Oaks (memorial planting) and plaque commemorating the service of local servicemen and women from World War Two. Heritage Overlay curtilage to be expanded to whole cadastral boundaries

In two cases, the Heritage Overlay curtilage is recommended to be expanded to apply to the whole of the cadastral boundaries rather than a portion.

In the case of St John the Evangelist Church of England Complex (HO18), the curtilage is currently applied to the western half of the site. It is recommended that curtilage be extended to include the whole of the title to the Childers Street and Russell Street frontages to ensure that the impact of any proposed subdivision or new buildings and works to this portion of the land can be appropriately considered through the Heritage Overlay trigger (Figures 4 and 5).

Figure 4 Existing St John the Evangelist Church of England Complex HO18 curtilage shown in pink shading. Note that the HO only applies to the western portion of the site.

Figure 5 Proposed new HO18 curtilage – applied to the whole title as per the guidance of the Practice Note 'Applying the Heritage Overlay' (August 2018) ensuring that any future subdivision or works proposed on the eastern portion of the land is considered with regard to the heritage concerns for HO18.

In the case of the Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former) (HO17) the curtilage is applied only to the main brick building, and approximately two

thirds of the Engineers Block. It is recommended that the HO curtilage be expanded to the whole of the title of 156-160 to better manage future potential subdivision and development of the land immediately adjacent to the significant fabric, and also to capture elements of the site which have been identified in the re-assessment as contributory to the significance of the place, including trees.

Heritage Overlay expanded beyond the property title boundaries
The HO curtilage of one place, St Agatha's Catholic Church (former) (HO135) is recommended to be expanded beyond the existing title boundaries in order to include fabric (four additional trees) which were formerly part of, and contribute to, an understanding of the history and significance of the place. In addition, a small additional area of curtilage has been applied to provide sufficient protection to the root zones of trees planted on the boundary of private and public land (Figures 6 and 7).

Figure 6 Existing St Agatha's Catholic Church HO135 curtilage (shown in pink). Note that this does not fully protect the canopy or root zone of the four trees planted on the western boundary of the site, nor does it include the four trees located north of the title, which were part of the boundary planting of St Agatha's Catholic Church from the early twentieth century, but are now located on a separate title (158 South Gippsland Highway).

Figure 7 Proposed extension of St Agatha's Catholic Church HO135 which provides an additional curtilage to the west of the existing curtilage to protect tree root zones at 150-156 South Gippsland Highway as well as an area of land which includes four additional trees and appropriate area of land to protect root zones.

Reduction in Heritage Overlay curtilage

It is recommended to <u>reduce</u> the existing curtilage of 119A Clarendon Street, Cranbourne (HO157). Since the HO curtilage was applied around 15 years ago, the lot has been subdivided and a new residence constructed to the rear of the heritage place (the new units is known as 119B Clarendon Street). It is appropriate to reduce the curtilage of the heritage overlay to the current title of the significant dwelling and remove from the area of land at 119B Clarendon Street (see Figures 8 and 9 below).

Figure 8 Existing 119A Clarendon Street HO157 curtilage (pink shading). Applies to heritage place (119A) and modern dwelling at the rear of heritage place (119B Clarendon Street).

Figure 9 Revised curtilage for 119A Clarendon Street HO157 (blue shading) applies only to the property title where the heritage place is located (119A Clarendon Street).

Curtilage as it applies to individual trees or groups of trees

The application of curtilage to trees requires consideration of both the above and below ground fabric of a tree, as both require management. A tree has an extensive root zone which often extends well beyond the canopy and varies depending on the species and age of the tree. The Tree Protection Zone (TPZ) is a standard measurement which is generally accepted as the minimum area of land required to ensure tree viability and protection during construction. The measurement of the TPZ relates directly to the Diameter of the Trunk at 1.4m (a standard measurement, known as 'Diameter at Breast Height' [DBH]). The TPZ = DBH x 12.

Where trees are subject to the Heritage Overlay, either as an individual tree, a group of trees, or part of a heritage place, a curtilage for the tree needs to be determined. The approach to applying curtilage is generally consistent across these scenarios, in that the curtilage needs to protect the tree/s itself and allow an appropriate setting or area of land for tree/s to be appreciated and seen in context.

For an individual tree which is now located in an urbanised setting, it is considered appropriate to apply a curtilage consistent with the TPZ, as is currently applied to McMorran's Oak Tree (HO139).

Where trees are located on the boundary of an existing Heritage Overlay curtilage, it is appropriate to apply the curtilage to an area of adjoining land which is considered sufficient to protect the root zone and canopy of the tree/s from encroachment, disturbance and damage. This approach has been applied to the row of four Bhutan Cypress at St Agatha's Catholic Church (former) (150-156 South Gippsland Highway) already included in HO135. The additional four Bhutan Cypress which are recommended to be added to HO135 have been afforded the same curtilage on both sides of the title boundary of 158 South Gippsland Highway.

The approach taken by the Review to the World War Two Memorial planting and plaque (HO208) is slightly different to both of the above examples. The curtilage allows sufficient land to provide an adequate setting for the row of trees (particularly as they mature), provides a direct and continuous connection with the State Significant Avenue of Honour (HO142), and allows sufficient land to protect the largest of the trees' TPZ. This is considered appropriate considering the range of tree ages and sizes included within the row planting.

The precise areas recommended for HO protection are seen in aerial photos showing the proposed boundaries for places with a curtilage are found in Appendix B of this report.

Statutory recommendations

The statutory recommendations for places confirmed to be of local significance are made in accordance with relevant policies and guidelines set out in the 'Applying the Heritage Overlay' Practice Note (2018).

The Practice Note describes additional controls that can be ticked in the Schedule to the Heritage Overlay for a place or precinct.

External Paint Controls

External Paint Controls control changes to paint colours; particularly important if evidence of an early colour scheme survives. It should be noted, however, that a planning permit is always required to paint a previously unpainted surface (e.g. face brick, render, stone, concrete, timber shingles).

One new place, 'Maratala' (former 'Farnham') at 130 Sladen Street (HO131) is recommended to have External Paint Controls applied through the Schedule to the Heritage Overlay as part of the Review. 'Maratala' has been painted in a highly appropriate colour scheme (dark brown-black walls and white trim), which is very similar to the original dark surface finish of creosote or oiled boards. The dark painted finish with contrasting trim currently applied to the building is considered to enhance the architectural qualities of the place.

Internal Alteration Controls

Internal controls are to be used sparingly and on a selective basis for special interiors of high significance. The specific rooms or area to which the control is to be applied should be specified within the Schedule to the Heritage Overlay.

Two places assessed in the Review already had Internal Alteration Controls applied:

- HO17 Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former), and

- HO18 St John the Evangelist Church of England Complex

The Review recommends that the Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former) retains the Internal Alteration Control, as it has significant original internal fabric and fittings within the 1875-1913 section of the building and warrants the control. It further recommends that the interiors to be protected are specified within the Schedule to the Heritage Overlay, as set out in Appendix C.

The Review recommends that St. John Church the Evangelist Church of England Complex does not warrant Internal alteration controls, as the interiors of the church and hall are simple, unadorned and modest, with little original fabric.

One new place 'Maratala' (former 'Farnham') (HO131) is recommended to have Internal alteration controls applied to a portion of the residence. The entrance hall and two front rooms retain the original joinery, panelling, decorative detailing and fixtures which are both very fine, and highly intact.

Tree Controls

Tree controls are to be applied only where a tree (or trees) has been assessed as having heritage value, not just amenity value. It is applied where the tree/s have intrinsic significance or contribute to the significance of a heritage place. Where the control applies to only specific trees, this is to be specified in the Schedule to the Heritage Overlay.

Seven places within the review already had Tree Controls applied through the Schedule.

- HO17 Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former), and

- HO18 St John the Evangelist Church of England Complex

- HO131 Maratala (former 'Farnham') , 130 Sladen Street

- HO135 St Agatha's Catholic Church Complex (former)

- HO139 McMorran's Oak Tree

- HO147 St John's Church of England Vicarage (former)

- HO208 World War Two Memorial planting and plaque

The Review recommends that these seven places retain Tree controls within the Schedule to the Heritage Overlay, but that the trees be specified in the Schedule (as shown in Appendix C).

Fences and Outbuildings

Ticking the box 'fences and outbuildings which are not exempt from advertising planning permit applications' means that demolition applications for early fences and/or outbuildings that contribute to the significance of a place must be publicly advertised, and the accelerated VicSmart permit process cannot be used. Note that a planning permit is required to alter, demolish or replace a fence or outbuilding even if this box is not ticked, however public notice of the permit application is generally not required.

One place within the Review has this control applied - HO18 St John the Evangelist Church of England Complex. The control was originally applied to protect the former Sunday School. The Sunday School building is considered to be part of the broader Church complex, is included in the Statement of Significance, and is a substantial building in its own right instead of an outbuilding. The control is therefore not considered appropriate to be retained within the Schedule to the Heritage Overlay.

Included on the Victorian Heritage Register – can only be entered by Heritage Victoria.

The Review does not recommend and change to this field of the Schedule for any places.

Prohibited uses may be permitted

This control allows additional uses not normally permitted in a given zone, subject to a planning permit. It is most frequently used to give redundant buildings a wider range of future use options to ensure their long-term survival, e.g. purpose-built shops in residential areas.

The Review does not recommend and change to this field of the Schedule for any places.

Aboriginal heritage place

 – note that Aboriginal heritage significance was not assessed as part of this Study.

HERMES entry

The 'Applying the Heritage Overlay' Practice Note (2018) specifies that:

All statements of significance should be securely stored in the HERMES heritage database.

Where a planning scheme amendment has resulted in the addition of, or amendments to, places in the Heritage Overlay, the strategic justification (that is, heritage study documentation and statements of significance) should be entered into the department's HERMES heritage database.

This has not been undertaken for this study, though there are already old citations for the 11 places found in HERMES. These records can be updated once a planning scheme amendment has been gazetted, implementing the recommendations of this Review. Once the places have been updated in HERMES, the records of those places added to the Casey Heritage Overlay can be made visible on the Victorian Heritage Database.

The place which was found to no longer meet the threshold of local significance should be updated in the HERMES database to note that it has been removed from the Heritage Overlay. This record can then be removed from view by the general public, but will be accessible to Council staff with HERMES access rights.

KEY FINDINGS

Local significance

Individual places

A total of 10 individual places were re-assessed and are considered to still meet the threshold of local significance when assessed against the HERCON criteria, and thus are worthy of continued protection in the Heritage Overlay.

These places are listed in Appendix A.1, and their place citations are found in Appendix D.

Not recommended for the Heritage Overlay

Not of local significance

One individual place assessed against the HERCON criteria during the Review was found to fall below the threshold of local significance. This property, a late Victorian timber dwelling at 17 Stawell Street, Cranbourne, was found to have undergone recent significantly alterations from its original form and fabric so that it now lacks the integrity and intactness to meet the threshold (see images below).

Figure 10 17 Stawell Street, Cranbourne, 2013. Source: Google Street View

Figure 11 17 Stawell Street, Cranbourne, February 2020. Source: Plan Heritage 2020

Introduction

This section outlines the key recommendations of the Cranbourne Town Centre Heritage Overlays Review. They are:

- Adoption of the 'Cranbourne Town Centre Heritage Overlays Review' (2020) by City of Casey.

- Implementation of the 'Cranbourne Town Centre Heritage Overlays Review' (2020) by City of Casey.

Adoption of Heritage Review

It is recommended that the City of Casey formally adopt the 'Cranbourne Town Centre Heritage Overlays Review' (2020) which comprises this report and include this report as a Background Document in the Schedule to Clause 72.08 in the Casey Planning Scheme.

Implementation of Heritage Review

In the first instance, it is recommended that the City of Casey put a request to the Minister of Planning to apply an Interim Heritage Overlay which implements the statutory recommendations of this Review, in consultation with representatives from DELWP.

It is further recommended that the City of Casey implement the recommendations of this Review by preparing a permanent Planning Scheme Amendment to the Casey Planning Scheme.

- Amend the Heritage Overlay of the Casey Planning Scheme for those places confirmed as being of local significance listed in Appendix A.2 with the revised HO Schedule entries as shown in the place citations In Appendix D. In addition to the general planning permit requirements of Clause 43.01 (Heritage Overlay), specific controls have been recommended for some individual places in accordance with the Victoria Planning Provisions (VPP) Practice Note 'Applying the Heritage Overlay' (2018).

- Remove the entry in the Schedule to the Heritage Overlay for HO193 'House, 17 Stawell Street, Cranbourne'.

- Amend the HO Maps for the Casey Planning Scheme to revise curtilages as shown in the place citations in Appendix D for those places where curtilage is recommended to be amended.

- Amend the HO Maps for the Casey Planning Scheme to de-list the curtilage for HO193.

APPENDIX A – ASSESSMENT FINDINGS

A.1 Places of local significance

The following individual places are recommended to be retained on the Casey Heritage Overlay.

HO #	Place	No.	Street	Locality
HO17	Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former)	156-160	Sladen Street	Cranbourne
HO18	St John the Evangelist Church of England Complex	27-31	Childers Street	Cranbourne
HO131	Maratala (former 'Farnham')	130	Sladen Street	Cranbourne
HO139	McMorran's Oak Tree	125 (part)	South Gippsland Highway	Cranbourne
HO135	St Agatha's Catholic Church (former)	150-156 and 158 (part)	South Gippsland Highway	Cranbourne
HO147	St John's Church of England Vicarage (former)	34	Bakewell Street	Cranbourne
HO157	Graham family home	19A	Clarendon Street	Cranbourne
HO168	Cranbourne War Memorial		Greg Clydesdale Square, 125 South Gippsland Highway	Cranbourne
HO169	Motor Club Hotel	38-56	South Gippsland Highway	Cranbourne
HO208	World War Two Memorial planting and plaque	Road Reserve (west side)	South Gippsland Highway	Cranbourne

A.2 Not of local significance – remove from Casey Heritage Overlay

The following place no longer meets the threshold of local significance. It should be removed from the Schedule and Mapping for the Casey Heritage Overlay

HO #	Place	No.	Street	Locality
HO193	Dwelling	17	Stawell Street	Cranbourne

APPENDIX B – MAPPING CHANGES

Changes to the current HO curtilage is recommended for the following places .

The recommended extents are illustrated on the aerial photos below, with the cadastral boundaries shown in dotted blue lines and the recommended extent of the Heritage Overlay shown in a solid blue line.

This information is also included in each citation, under the heading 'Curtilage'.

HO157 Graham Family Home, 119A Clarendon Street, Cranbourne

The proposed extent of the Heritage Overlay is to be reduced to the current property title for 119A Clarendon Street.

Figure 12 Revised curtilage for HO157

HO135 St Agatha's Catholic Church (former), 150-156 & 158 (part) South Gippsland Highway, Cranbourne

The revised extent of the Heritage Overlay includes all of the land at 150-156 South Gippsland Highway, plus a 5m curtilage to the west of the western title boundary of that land, and an area of land 5m on either side of the western title boundary of 158 South Gippsland Highway, Cranbourne.

Figure 13 Revised curtilage for HO135

HO17 Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former), 156-160 Sladen Street, Cranbourne

The revised extent of the Heritage Overlay includes all of the land at 156-160 Sladen Street. It encompasses all significant and contributory fabric included in the revised statement of significance and provides an adequate context and setting to appreciate the place. It also provides protection of the heritage place as a complex with consideration to the impact of future subdivision or development of the eastern portion of the site on the place.

Figure 14 Revised curtilage for HO17

HO18 St John the Evangelist Church of England Complex. 27-31 Childers Street, Cranbourne

The revised extent of the Heritage Overlay includes all of the land at 27-31 Childers Street. This curtilage includes all significant and contributory fabric, as well as providing an adequate context and setting to ensure the protection of the heritage place with consideration of the impact of future subdivision or development of the eastern portion of the site on the place.
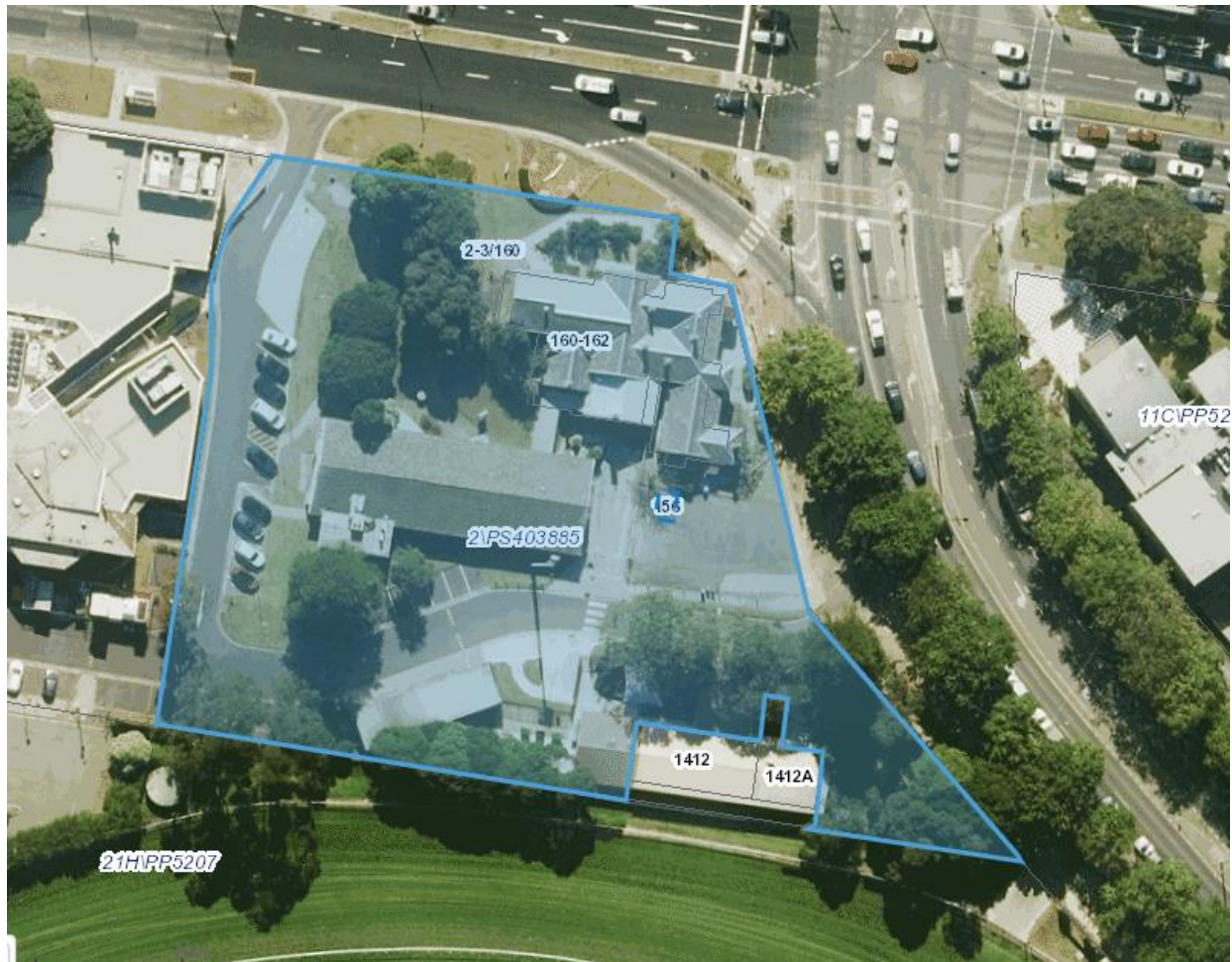

Figure 15 Revised curtilage for HO18

HO208 World War Two Memorial planting and plaque, Road Reserve (west side) South Gippsland Highway, Cranbourne

The new extent for this place includes all of the trees to on the west side of the South Gippsland Highway, from the southern end of HO142 through to the end of the row, approximately 27m south of the intersection with Cameron Street, and an area of land measuring 20m east from the title boundary of the Cranbourne Racecourse.

Figure 16 Revised curtilage for HO208

APPENDIX C - DRAFT HO SCHEDULE

SCHEDULE TO THE HERITAGE OVERLAY

The requirements of this overlay apply to both the heritage place and its associated land.

PS Map Ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO17	Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex(former) 156-160 Sladen Street, Cranbourne. Statement of Significance: Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former) Statement of Significance	Yes	Yes – Cranbourne Shire Offices, Public Hall, Court House and Post office building (former) only.	Yes - Norfolk Island Pines, Flowering Gums and Willow Myrtle trees.	No	No	No	No
HO18	St John the Evangelist Church of England Complex 27-31 Childers Street, Cranbourne Statement of Significance: St John the Evangelist Church of England Complex Statement of Significance	No	No	Yes – Turkey Oak and Red Oak to west of Church	No	No	No	No
HO131	Maratala (former 'Farnham')	Yes	Yes – entrance hall,	Yes – Camphor	No	No	No	No

| PS Map Ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	130 Sladen Street, Cranbourne Statement of Significance: Maratala (former 'Farnham') Statement of Significance		living room and dining room	Laurel on Sladen Street boundary				
HO135	St Agatha's Catholic Church (former) 150-156 & 158 (part) South Gippsland Highway, Cranbourne Statement of Significance: St Agatha's Catholic Church (former) Statement of Significance	Yes	No	Yes – Row of 8 Bhutan Cypress	No	No	No	No
HO139	McMorran's Oak Tree 125 (part) South Gippsland Highway (opposite Brunt Street), Cranbourne Statement of Significance: McMorran's Oak Tree Statement of Significance	No	No	Yes – Oak Tree	No	No	No	No

PS Map Ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO147	St John's Church of England Vicarage (former) 34 Bakewell Street, Cranbourne Statement of Significance: St John's Church of England Vicarage (former) Statement of Significance	No	No	Yes – Peppercorn Tree	No	No	No	No
HO157	Graham family home 119A Clarendon Street, Cranbourne Statement of Significance: Graham family home Statement of Significance	Yes	No	No	No	No	No	No
HO168	Cranbourne War Memorial Greg Clydesdale Square, 125 South Gippsland Highway, Cranbourne **Statement of Significance:** Cranbourne War Memorial Statement of Significance	No	No	No	No	No	No	No
HO169	Motor Club Hotel 38-56 South Gippsland Highway, Cranbourne **Statement of Significance:**	No	No	No	No	No	No	No

PS Map Ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
	Motor Club Hotel Statement of Significance							
HO208	World War Two Memorial planting and plaque Road Reserve (west side) South Gippsland Highway, Cranbourne **Statement of Significance:** World War Two Memorial planting and plaque Cranbourne Statement of Significance	No	No	Yes – Turkey Oaks and English Oaks within the Road Reserve only	No	No	No	No

APPENDIX D – PLACE CITATIONS
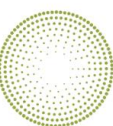
Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former)

156-160 Sladen Street, Cranbourne

HO17

Figure 17. Cranbourne Shire Offices, Public Hall, Court House and Post Office complex (former), viewed from the intersection of South Gippsland Highway and Sladen Street, 2020. (Source: Plan Heritage 2020)

Figure 18 Detail of Post Office and Shire Offices from South Gippsland Highway, 2020.

Curtilage

Figure 19 Existing HO17 curtilage - shown in pink shading

Figure 20 Proposed HO17 curtilage shown in blue shading (expansion of existing curtilage)

History

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850s and Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Roads Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the *Australian Handbook* described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the *Australian Handbook* reported that Cranbourne housed a population of 250 and was a:

railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the *Discharged Soldier Settlement Act 1917* was introduced to settle returned soldiers from World War I on the land. In addition, the *Empire Settlement Act* introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site use and development

The Cranbourne Shire Municipal Building Complex, constructed over the period 1875-1971, comprises the former Cranbourne Shire council chamber and offices, town hall, courthouse, post office, and post office residence.

Local government history

Cranbourne township was surveyed in 1857 and the town of Cranbourne was proclaimed on 25 February 1861.

Under the Roads Act of 1853, the responsibility for road works was handed over to local District Roads Boards, with support given through government grants, rates and tolls.

The Cranbourne District Roads Board, formed in 1860, included the four Parishes of Cranbourne, Sherwood, Langwarrin and Lyndhurst. The nine original members of the Roads Board were Dr James Smith Adams (chairman), James Bruce, Richard Burgh Chomley, James Lecky, Edward Malloy, Alexander Patterson, Christopher Bond, Patrick Thompson and John Wedge. The first secretary of the board was Edward John Tucker and the first engineer was Robert Lecky (Narre Warren & District Family History Group 2020).

In 1863, the Roads District was divided into the Cranbourne, Lyndhurst and Yallock Ridings as empowered under the 1863 Local Government Act (Context 2004:65-66).

In 1864, a reserve for Municipal Purposes was gazetted in Sladen Street, Cranbourne, and was extended in 1873 (*Figure 21*) (*Cranbourne Township Plan* 1954; VGG 24 December 1873:2237).
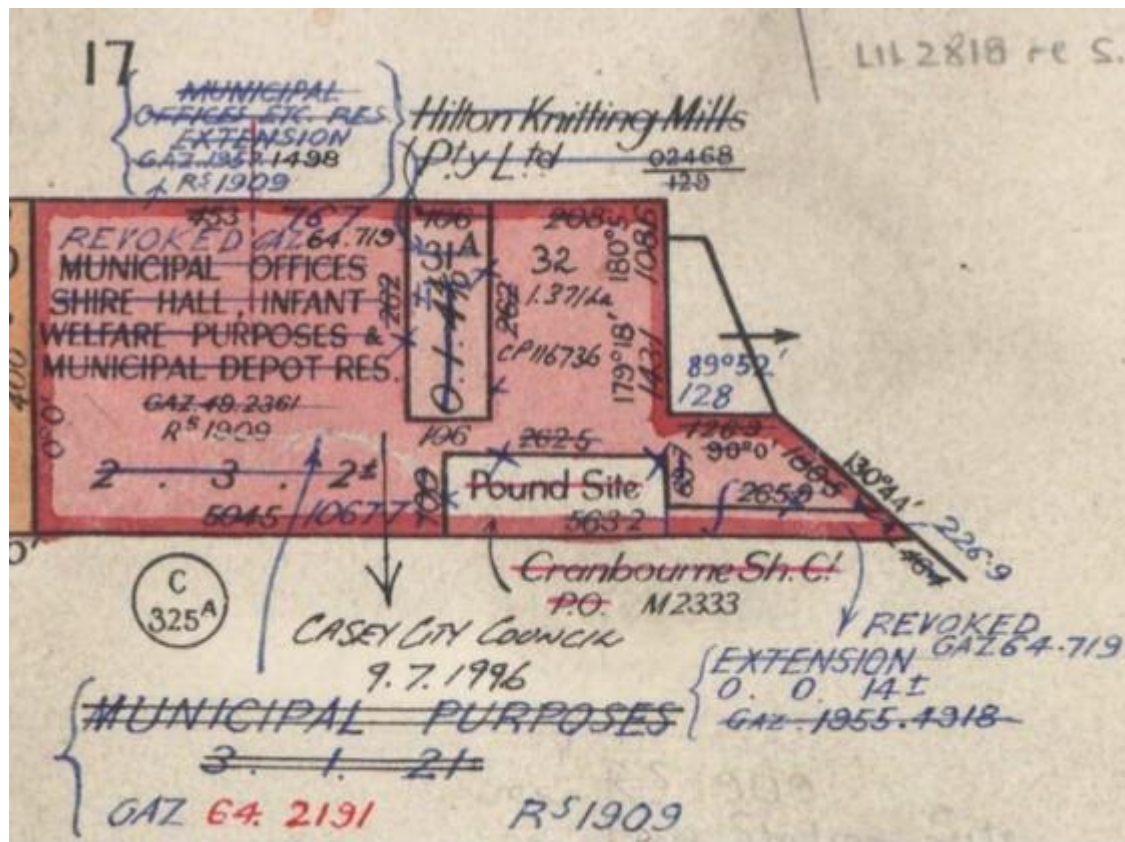

Figure 21 Showing the reserve for Municipal Purposes, first gazetted in 1864. (Source: Cranbourne Township Plan 1954)

Under the 1863 *Local Government Act*, Cranbourne Shire was proclaimed on 24 February 1868. Roads Board members became the first Shire councillors with meetings held in the Cranbourne Hotel. In 1873 the 'agricultural area of Lang Lang' was annexed to the Shire of Cranbourne. In 1893, Yannathan and Lang Lang East were annexed from the Shire of Buln Buln to the Shire of Cranbourne (Arnold 2020).

Koo-wee-rup residents agitated for the removal of the Cranbourne Shire council offices to that town in 1923, however the bid failed (Gunson 1983:197).

On 22 April 1994, the Shire of Cranbourne became the City of Cranbourne only to be divided in two by local council amalgamations that same year. The City of Casey and the Cardinia Shire were officially declared on 15 December 1994 (CCLC 2020). The western part of the Shire, including Tooradin, Cranbourne, Clyde, Pearcedale and Hampton Park became part of the City of Casey, while the eastern part, including Koo-wee-rup and Lang Lang was joined with the former Pakenham Shire to become Cardinia Shire (Context 2004:67).

A sesquicentenary celebration to mark 150 years since the establishment of the Shire of Cranbourne was held at Greg Clydesdale Square in Cranbourne on 24 February 2018 (Arnold 2020). The Cranbourne Shire Historical Society remains active, demonstrating that local residents continue to be connected to the former municipality.

1870s-1880s

In 1871 Cranbourne Shire councillors Edward Tucker and Charles Rossiter moved a motion to erect a Shire Hall at Cranbourne to be used for all official council activities (Turner 2001:2.19). Subsequently, in January 1873, the council requested that the Public Works Department draw up plans for a public building to include council offices, a courthouse (the original courthouse having been in operation since 1864) and post office (opened at Cranbourne in 1857). In October 1873 a sketch plan of the proposed building was received and in November 1873 Cranbourne Shire council resolved to erect the building at a cost of £1,500, with council agreeing to provide £500 (Gunson 1983:91; Argus 31 March 1864:8).

In 1874, part of the tender (£1000 of £1699) for the erection of a post office in combination with a Shire hall was awarded to William Smith (VGG 3 July 1874:1253). The building was constructed of bricks, thought to be made by a Mr Todd who drew his clay from a pit near the Narre Warren railway crossing. The process was apparently delayed until September 1874 because the bricks were not dry enough to use (Gunson 1983:91).

On 6 March 1875 a special ceremony was held to lay the foundation stone of the Cranbourne Shire Shire Hall and post office. Councillor William Lyall laid the stone with a silver trowel prepared for the occasion (*Argus* 8 March 1875:6).

The Cranbourne Shire council moved to the new complex for its meeting of 18 September 1875, and from October of that year meetings were held monthly on the Saturday following market day (Gunson 1983:91). A clock was installed in 1891.

For many years, the building served as Cranbourne's only public hall. One of the first recorded social functions was a ball in aid of the Alfred Hospital in November 1876 (Gunson 1983:92). The hall was also used to house a library from the 1890s (see *Figure 22*).

In 1889, the Cranbourne Shire council sent a deputation to speak to the Minister of Justice to request that a new courthouse be erected at Cranbourne. The building then used as a courthouse was the Cranbourne Temperance Hall, which, the council maintained, was totally inadequate. The request was put forward for consideration in government estimates for the following financial year (*Argus* 21 November 1889:6). Plans from 1892 show that a two-room courtroom was in place by that year (Butler & Associates 1996:5).

In 1892, builder A Kyle was contracted for a sum of £547 to make additions to the post office (VGG 21 October 1892:4014). These additions constituted the postmaster's residence, which comprised a porch, two bedrooms, kitchen and pantry (Butler & Associates 1996:6).

A new porch was added to the post office on the northeast corner in 1910 with new office fittings installed in the mail room it served. The extension was designed by PWD district architect, J B Cohen, in 1909, and built by J B Foster et al (Butler & Associates 1996:5).

A council chamber, designed and built by C F Ballantyne, was added to the building at the west end in 1913, allowing the original council chamber to be used for offices (Butler & Associates 1996:5; Turner 2001:2.19).

A manual telephone exchange was installed at the post office in 1918 with the Cranbourne Shire the only subscriber. By 1925 there were 18 subscribers, and in 1938, 56 (Butler & Associates 1996:6).

The Cranbourne Picture Company commenced the showing of weekly films in the Cranbourne Shire Hall in 1919 (*South Bourke and Mornington Journal* 15 May 1919:2). The 1927 Back-to-Cranbourne gathering at the hall is remembered as one of the major social events in the town when some 1,000 persons attended (Butler & Associates 1996:6).
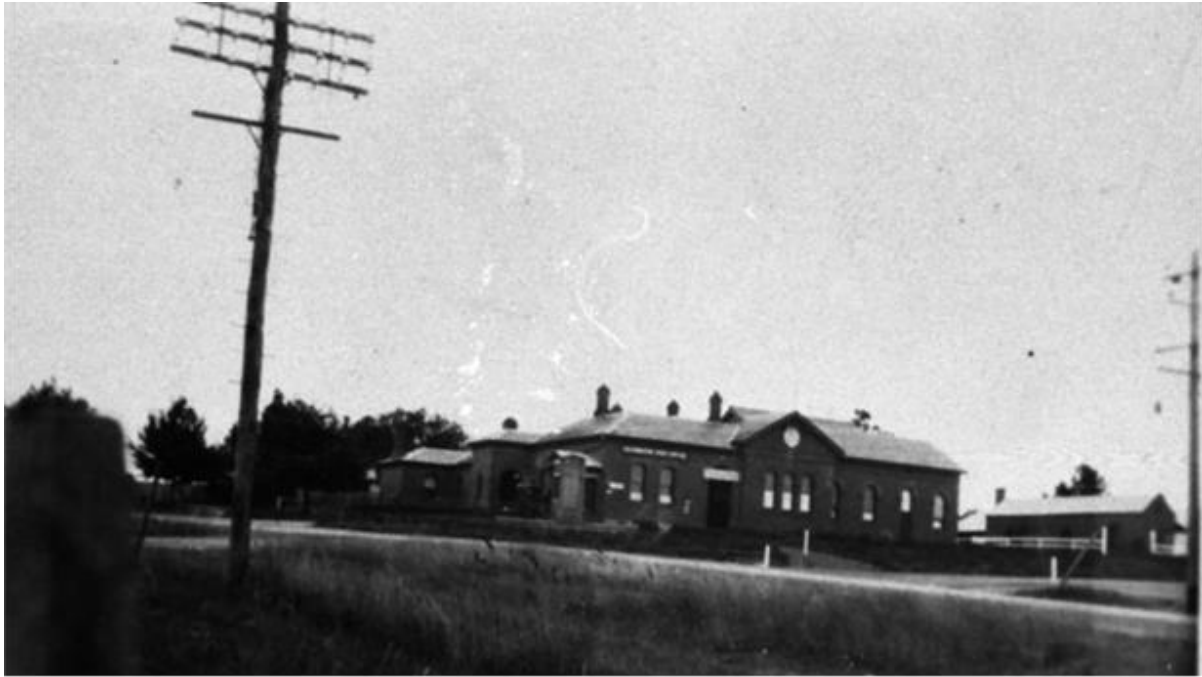
Figure 22 Showing what is believed to be the opening of the library at the Shire of Cranbourne municipal buildings in the 1890s. (Source: cited in Arnold 2020)

The building in 1920s and 1940s can be see*n in Figure 23* and *Figure 24*

Figure 23 Cranbourne Shire building complex in the 1920s. (Source: cited in Arnold 2020)

Figure 24 Cranbourne Shire building complex taken some time after June 1939, the time the War Memorial obelisk was unveiled (see front left of the building). (Source: cited in Arnold 2020)

1940s-1990s

In 1948 work was undertaken to convert the Shire Hall to office space, effectively ending its public role. The work was done to a design by architects A C Leith and Bartlett. Around the same time, two Norfolk pine trees were planted at the side of the building (Butler & Associates 1996:6).

The first stage of a long-term three-stage plan commenced in 1962 with the building of an Engineering Block at the rear of the Shire complex at a cost of $40,000. It was envisaged that this would be the beginning of a modern Civic Centre precinct, however these plans also anticipated the demolition of the old building (Turner 2001:2.20). The building was extended again in 1970-71 (Arnold 2020).

Some of the post office functions, such as the telephone exchange, were relocated by the mid 1970s, and in 1974, the complex was threatened with demolition to make space for new council offices. The main figures identified with a bid to save the building were Wilf Facey, whose grandfather had arrived in the district in 1862, and James Lineham, whose ancestors settled at Clyde in 1854 and who was also appointed as Shire secretary in 1884. They noted that the building was not just a Shire hall but had been the district's only major public hall for a long time, and hence had a long involvement with the history of the community and its social life (Butler & Associates 1996:7).

In addition, a public campaign was established. The Cranbourne Shire Historical Society, and Herb Thomas, the owner of the *Pakenham Gazette* and the President of the Berwick Pakenham Historical Society, led a media campaign informing people of the history and worth of the building (Arnold 2020).

The Cranbourne council approached the National Trust for advice and the Trust pronounced the building as unworthy of classification (at the time the Trust classified buildings of State importance only and has since revised its policy). The Council thus felt justified in demolition to allow a site for public gardens once new local government offices were built. Demolition, however, did not go ahead (Context 2005:6; Butler & Associates 1996:7). The subject building in the 1970s can be seen in below.

Figure 25 The Cranbourne Shire building complex with the post office on the right, 1977. (Source: NAA 1977, B5919)

With population increasing in the area (the Shire of Cranbourne's population was 25,830 in 1976) Shire business outgrew the subject building and council transferred its operations to the new Cranbourne Civic Centre in January 1978 (Arnold 2020). On 22 April 1978, the Civic Centre, designed by the architectural firm Leith, Barlett & Partners, was officially opened in Sladen Street at an estimated cost of $1.7 million (Arnold 2020; Turner 2001:2.20). In the same year, the Cranbourne Shire Library began providing library services from the former Engineer's offices at the rear of the subject building.

The Post Office closed in 1987, reopening in new premises in Cranbourne, and the building now accommodates the Cranbourne Information and Support Service.

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Physical Description

The former Shire Offices, Public Hall, Court House and Post Office site is situated in a prominent location, on the corner of Sladen Street and the South Gippsland Highway, at the highest point of the main street of Cranbourne. The complex of buildings is enhanced by its landscaped setting, including the adjacent World War I Avenue of Honour which extends from this point along the South Gippsland Highway, and the mature trees surrounding the site, including two Norfolk Island Pines *Araucaria hetrophylla* and Willow Myrtle *Agonis flexuosa* and other mature trees located to the rear of the complex (dating from c1948) , and mature Flowering Gums *Corymbia ficifolia* located to the west of the main building.

This building's construction stages can be gauged by changes in brick colour and roof form. Styled originally after the Italian Romanesque, with polychrome brickwork and arched openings, the style of the building has become more diffuse with the advance of time, with the hipped and gabled slate roof and generally red and cream face brick being the main unifying factors. Only the gabled Edwardian era porch differs substantially in stylistic sources and form. The building is readily seen as the oldest building in the Cranbourne township.

The earliest section of the building, at the northeast corner of the site, is built of brown brick, with red and cream brick round arches over the windows and doors. It formerly encompassed the post office room at the northeast corner, the east side of the main hall, with a corridor between them. The second section to the south of the post office room was the Postmaster's residence of 1892, built of red brick. The east-side porch has round-arched openings accented with moulded yellow bricks, but the other windows have unornamented segmental arches. The tiny Queen Anne porch of 1910 at the northeast corner is quite distinct stylistically, with red brick, render bands with ornamental aedicules, a flying gable with a rendered peak supported on triangular timber brackets, and rectangular windows with multi-light transoms. The 1913 addition imitates the earlier round-headed windows with a cream-brick border, though the walls are in red brick. This addition comprises the west side of the main hall and the kitchen behind it, and the cluster of four small rooms behind the main hall, on the back (south) side.

Today, the interior has been dramatically changed in some areas, albeit perhaps superficially. New false plaster ceilings have been installed in many areas and the old Courtroom is now difficult to recognise as having had that use. However, the last room used for a Council chamber (in the 1913 addition) has a proscenium arch which is indicative of its former use as a picture theatre (the projection room survives at the east end, though the projector windows have been closed up) and the attractive timber ornamental trusses and boarded ceiling over this space survive.

The residence section was renovated early this century, and again in c1930 (indicated by Art Deco plaster cornices), with the rooms united more recently. However, the subdivision of this section is near to original. The former Post Office room at the northeast corner has been divided.

The former Engineers Block (c1962), now the Family Resource Centre, is a substantial single storey cream brick building which is located to the south west of the main structure. Set well back from Sladen Street, this structure is connected to the earlier municipal building through a modern lightweight link.

Comparative Analysis

There are very few foundational civic buildings that survive in the City of Casey. For example, the former Berwick Shire Hall, Council Chambers and Offices, c1912, is in Pakenham. The only civic building of heritage significance in the town of Berwick is the 1884 Post Office and Court House (HO29). Designed by Public Works Department architect J.H. Kelleher, it is a substantial polychrome brick building distinguished by the use of Venetian Gothic arched arcading.

Similarly, the Cranbourne Shire Office and Post Office was designed by a Public Works Department architect, in the early 1870s. Later additions were made in the 1890s and early 1900s, but are in keeping with the original materials and roof forms, so present as a cohesive design. In keeping with its earlier origins, this is a much less flamboyant example than the Berwick Post Office, with the earliest section in a sober Italian Romanesque style with restrained use of polychrome brickwork. The triangular front pediment with bracketed eaves of the Cranbourne Shire Office is a classical form that is seen in other early civic buildings in Victoria. Examples include the former Mikvah Israel Synagogue of 1859-60, 275-285 Exhibition Street, Melbourne (VHR H641); former Flemington and Essendon Borough Hall of 1864, 1A Warrick Street (Moonee Valley HO362); and the former Wesleyan Methodist Church of 1877-80, 53 Nicholson Street, Brunswick East (Moreland HO128).

In conclusion, the Cranbourne Shire Office is important architecturally for illustrating the restrained, classical approach to civic buildings employed by the Public Works Department in its early years. The contrasts with the more flamboyant, High Victorian approach seen in their later work such as the Berwick Post Office.

Statement of Significance

What is Significant?

The Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former), 156-160 Sladen Street, Cranbourne is significant.

Features which are significant include the main brick building, constructed in stages between 1875 – 1913

Features which contribute to the significance of the place are:

- The mature *Araucaria heterophylla* Norfolk Island Pines located to the rear of the site c1948
- The mature *Agonis flexuosa* Willow Myrtle Tree located to the rear of the site (unknown date)
- The mature *Corymbia ficifolia* Flowering Gum trees located to the Sladen Street frontage (unknown date)

Features which do not contribute to the significance of the place are:

- Hard landscaping, including paving, carparking and associated public infrastructure such as fencing and handrails
- Garden beds and trees planted post 1962
- Alterations and additions to the main brick building post 1913
- Engineers Block c.1962

How is it Significant?

The Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former), 156-160 Sladen Street, Cranbourne is of local historical, social and aesthetic significance to the City of Casey.

Why is it significant?

Historically, it is significant as the first permanent offices of the Shire of Cranbourne and demonstrates the growth and importance of Cranbourne in the administration of the West Gippsland area in the nineteenth and twentieth centuries. It is of further historical significance as one of the earliest public buildings within the City of Casey to survive and demonstrates both the importance of and interconnection of civic function and local government in the nineteenth century through the numerous services operating from a single building. The intact internal fixtures and fittings, demonstrating the former use of the different sections of building, including fireplaces, stage, timber joinery and other elements are also of historical significance. (Criterion A)

The complex is of social significance for its long and enduring connection with the local community of Cranbourne. The use and attachment of the community to the place is demonstrated first in its long and continuous history of use as a place of civic and government function, and later as a place of meeting and recreational activity. The use of the place for municipal function (as the City of Casey) continues today. The fight by the local community to prevent the complex being demolished in 1970s to construct a new municipal office, and the continued use of the site for municipal and recreational functions demonstrates an enduring attachment to the place by the local community. (Criterion G)

Aesthetically, the complex is significant for its local landmark qualities, being located at the intersection of the two principal roads in Cranbourne, at the highest point of the township. The Norfolk Island Pines and Willow Myrtle (to the rear of the complex) and Flowering Gums fronting Sladen Street enhance the landmark qualities of the site. Furthermore, the complex is of aesthetic significance for its ability to demonstrate a variety of architectural styles which have largely been unified into the Italianate Romanesque style over several decades of development, with small expressions of different periods demonstrating key periods of change. (Criterion E)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO17	Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former) 156-160 Sladen Street, Cranbourne. **Statement of Significance:** Cranbourne Shire Offices, Public Hall, Court House, and Post Office Complex (former) Statement of Significance	Yes	Yes - Cranbourne Shire Offices, Public Hall, Court House and Post office (former) building only.	Yes – Norfolk Island Pines, Flowering Gums and Willow Myrtle trees.	No	No	No	No

St John the Evangelist Church of England Complex

27-31 Childers Street, Cranbourne

HO18

Figure 26 St John the Evangelist Church, Cranbourne. (Source: Plan Heritage 2020)

Figure 27 Mature Turkey Oak on western boundary. (Source: Plan Heritage, 2020)

Curtilage

Curtilage to be extended to cover whole title as shown below (blue shading)

Figure 28 Images of existing HO18 (pink shading) and proposed HO18 (blue shading)

History

Locality history
Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850sand Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Roads Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the *Australian Handbook* described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

> *A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).*

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the *Australian Handbook* reported that Cranbourne housed a population of 250 and was a:

railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the *Discharged Soldier Settlement Act 1917* was introduced to settle returned soldiers from World War I on the land. In addition, the *Empire Settlement Act* introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site use and development

Early Church of England services in the district were thought to have been held in the Lyndhurst denominational school. Later, after Cranbourne had developed, they were held in teacher Frederick Parker's house where a Sunday school was also held (Context, 2004; Turner 4.8). Two of the founders of the Church of England in Cranbourne were the publican Thomas Gooch (the owner of the Mornington Hotel, later Kelly's) and his wife (one of Bishop Perry's Sunday school teachers in England) (Context, 2004). Early church services were also held at the Gooch's hotel (Turner 2001:6.6).

In 1861, Dean Dr Macartney chaired a meeting which proposed to obtain clergy and build a church. The Dean subsequently applied to the government for a church reserve in the Cranbourne township. The reserve, Allotments 7, 8 and 9, Section 15 (approximately one acre), in the township of Cranbourne was granted in 1861 but not officially gazetted until 1866 (see Figure 29) (*Cranbourne Township Plan* 1954). The trustees for the site were R B Chomley of Lyndhurst, Charles Rossitor, John Wedge, F J Parker and Thomas Gooch (CONTEXT 2004; Turner 4.8).
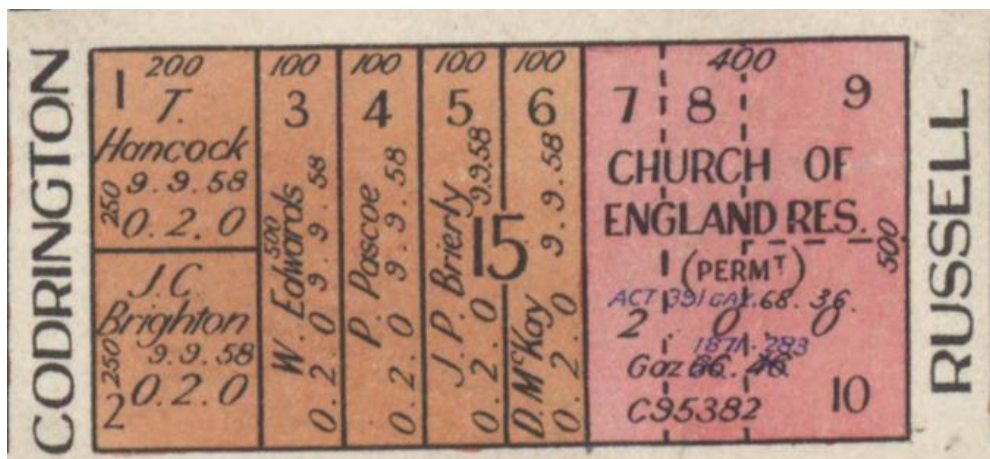

Figure 29 Showing the Church of England Reserve in Cranbourne (coloured pink), which was reserved in two parts: approximately one acre in 1866 (Allotments 7, 8 and 9) and another one acre in 1871 (Allotment 10). (Source: Cranbourne Township Plan 1954).

In 1863, an ecclesiastical district was formed for Dandenong, which included Cranbourne and Berwick. However, neither Cranbourne and Berwick had a resident clergyman and continued to rely on visits from the Dandenong clergyman, the Reverend Thomas Woolcock Serjeant (Turner 2001:4.9).

> The foundation stone of St John the Evangelist Church in Cranbourne was laid on 13 June (the Queen's Birthday) 1864 by the Vicar-General with 200 people in attendance (Argus 4 July 1864:1 cited in Lewis 2018:1). In addition to a grant, the people of Cranbourne raised the funds locally to build their church (Turner 2001:4.9).

The church, it was reported in 1864, was to be built:

> in the English style, from designs by Mr. Billing, [and] is to be completed early in September. The material will be brick, with white brick dressings to openings and angles. At present the nave, 36 feet 9 inches by 22 feet 8 inches, and the western porch, only are being built, the cost of which will be £537; and the chancel arch will have to be temporarily bricked up, unless by the liberality of the members and friends of the Church of England in the district the trustees are enabled to proceed also with the erection of the chancel (Argus 4 July 1864:1 cited in Lewis 2018:1).

In 1865, the church building was completed (with the chancel arch bricked up as the chancel had not yet been built) at a total cost, including furniture, of £642, and opened in January of that year. The construction of the nave and the western porch comprised the main body of the church and were built with local bricks. The roof was slate with a timber scissor truss with a lining-board ceiling (Lewis 2018:1). The church reserve was extended by one acre in 1871 (*Cranbourne Township Plan* 1954).

Church services were provided by the Rev Charles Rupp, who also held services at Berwick, from 1865 to 1867. Services were then conducted by readers-in-charge from 1868 to 1895, from which year vicars provided church services (St John the Evangelist 1966:26). The first resident Church of England clergyman at Cranbourne in 1865, the Rev Charles Rupp, used a rented house as a parsonage. A new parsonage was built in Bakewell Street in 1889 for new reader Robert Sheckleton (St John the Evangelist 1966:17). In 1909, Francis Brumby, a lay preacher, laid a foundation stone for the next major stage of the church development. A new chancel and vestry were added to the east end of the church and reportedly the nave extended (although this is not in evidence today), all in pressed red bricks, to a design by G H Pattison (CONTEXT 2004; Lewis 2018:2).

Images of the church in 1908 and at an unknown date can be seen below.

Figure 30 Rev E C Thomson outside St John the Evangelist Church in 1908. (Source: Turner 2001:4.8)

Figure 31 St John the Evangelist Anglican Church, date unknown. (Source: VHD 2005)

A church hall, for use as a Sunday school and social activities, was planned, and in 1913 a weatherboard hall was opened on the church site. It is remembered by residents as a hub of activity for receptions, fund raisers, balls and school performances (Turner 2001: 4.10). A skillion supper room was added to the north side of the hall in 1933 (Context 2012).

Aerial photographs show that between 1939 and 1956, the oaks fronting Childers Street were in existence.

A large narthex was added to the west end of the church in 1976. This work involved the removal of the porch and original entrance doors on the west wall, and the creation of horizontally proportioned windows on either side (Lewis 2018:3). Indoor toilets were added along the west side in 1978. The roof structure of the hall was severely damaged in a fire in 1987 and was subsequently lowered in height (Context 2012).

A new St John the Evangelist worship centre was completed in 2012. The 1865 church building was converted into a space for two meeting rooms with the sanctuary made into a prayer room. A new Baltic pine floor was installed and the building repaired internally and externally. The narthex was converted into office accommodation. In addition, extensive landscaping works were undertaken (Lewis 2018:3). During this work, the hall was returned to its original form (Context 2012).

St John the Evangelist church continues to be a busy church and as the Parish records demonstrate, covered a large area within the former Cranbourne Shire, with the Parish growing to include congregations at Pearcedale (St Peter's), Tooradin (Christ Church) and Clyde (St Paul's). Artefacts at St John's demonstrate a close relationship between the church and the community and include a pair of stained-glass windows that were donated by the Einsiedel family in memory of Ernest and Florence Einsiedel in the 1950s and 60s

respectively. Other objects such as bibles, a communion table and vases are reminders of the contribution made to the church by many of Cranbourne's early families (Turner 2001:4.11).

Associations

Nathaniel Billing, architect

Nathanial Billing (1821 -1910) was a leading and prolific church architect in Victoria. Born in Brightwell, Oxfordshire, England, he was articled to leading Gothic Revivalist Sir Gilbert Scott. He was later employed by John Haywood, during which time he worked on Pembroke College at Oxford in 1846. His other work included a lodge for Southampton Cemetery in the same year. In 1853 he emigrated to Victoria with his wife (Lewis 2018:3).

In Victoria, Billing worked as the government Clerk of Works at Belfast (now Port Fairy) from 1853. In 1855 he commenced his own private practice and undertook private projects at Belfast, Portland and Warrnambool, mainly for the Church of England, and was Clerk of Works for several Catholic churches. He also undertook commercial and government projects in the same district (Lewis 2018:3).

Billing moved to Melbourne in 1857 where he established a city practice. In his long career he designed many churches, mainly for the Church of England, and some for the Presbyterians. He also had an extensive commercial and residential practice, practising with his son William in his later life (Lewis 2018:3).

Billing was an active and prominent member of the Victorian Institute of Architects, taking up the positions of vice-president and president in the 1870s and 1880s (Lewis 2018:3).

Billing has been noted by Miles Lewis for being clearly part of the Gothic Revival movement proper, rather than the more eclectic Gothic examples of the 1850s and 1860s. Lewis characterises Billing's work as Mainstream Gothic, with his designs having more in common with Leonard Terry and English counterparts R C Carpenter and Gilbert Scott. Billing appears to have been influenced by the 1840s revival of polychromatic brickwork from the Tudor period revival in 1840s in England. He is likely to have pioneered the use of patterned brickwork in Victoria with St Margaret's Church at Eltham and later at St John the Evangelist Church at Cranbourne (Lewis 2018:3-4).

Twelve churches designed by Billing are listed in Miles Lewis' 1991 *Victorian Churches: Their origins, their story & their architecture,* published by the National Trust of Australia (Victoria) (cited by Lewis 2018:3). Two other churches designed by Billing and not included in this book are St John the Evangelist's, Camberwell, built in 1868, but destroyed by fire in the 1950s, and St Stephen and St Mary at Mount Waverley, built in 1865 (Lewis 2018:5).

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Physical Description

St John the Evangelist Church of England, Cranbourne, is located on a large site at the southwest corner of Childers and Russell streets. The two early buildings – the Church and the Sunday School – are confined to the northwest corner of the site. A large mature specimen of Turkey Oak *Quercus cerris* is located on the western boundary of the site, and a less mature, but still fine specimen of Red Oak *Quercus coccinea* is planted in the centre of a turning circle at the front of the Sunday School. Much of the southern area of the site is taken up by asphalted car parking.

The Church is a simple gabled Gothic Revival brick church in the Early English parish church manner. The 2004 citation states that it is an early example of bichrome brickwork, but all bricks are currently overpainted so this important aspect of its design is not visible.

The 1864-65 gabled nave runs east-west on the site with the 1909 chancel and vestry appended to the east end. The chancel adopts a smaller version of the gabled nave, while the vestry is a skillion addition to its north side. A bluestone foundation stone, laid 18 August 1909, is visible on the eastern elevation of the chancel. Dense plantings of shrubs have been planted immediately adjacent to the east and south sides of the church walls.

Both early sections of the Church have slate-clad roofs, and parapeted gabled ends with corbelled eaves. Both have a row of round metal ventilators on the north side of the ridgeline, which likely date from the 1909 works. The southern elevation of the nave is articulated by buttresses defining four bays. Each bay has a narrow lancet window with a brick pointed arch and stop chamfering to the window reveals.

The chancel has similar but more elaborate details than the earlier nave. The paired corner buttresses have stepped rendered weathering, while those on the nave have brick weathering. The rendered copping of the chancel is much deeper than that of the nave. The broad window on the west end of the chancel sits below a label moulding with quoins to the side and comprises stone tracery forming two lancets below quatrefoil. This chancel window holds stained glass with dedication dates of 1.7.1950 and 19.12.62 for Florence and Richard E. Einsiedel. The interior of the church is plain.

At the west end of the church is a 1970s narthex which largely hides this end of the nave from view, though a round louvered vent and two lancet windows are partially visible above it. This large structure is much wider than the nave, creating a T-shaped plan. While it adopts the use of brick, lancet windows and buttresses, it is an intrusive element.

In 2013 a large new assembly hall was appended to the north side of the Church, separated by a narrow link below the eaves of the Church. Half of it is concealed behind the Church when viewed from Childers Street, while the eastern half is designed to be seen in the round. It has a skillion roof and walls of white brick to the ground floor of the south elevation, and vertical timber cladding to the rest of this two-storey wing.

On the west side of the church, set even further back from Childers Street, is the 1913 Sunday School hall. As discussed in the history, a skillion supper room was added to the north side of this building in 1933 and indoor toilets along the west side in 1978. While the roof structure of the hall was severely damaged in a fire in 1987 and then lowered in height, the hall was returned to its original form in 2012-13.

The Sunday School hall has a steeply pitched roof, similar to that of the Church, which is clad in corrugated iron with round metal ventilators along the north side of the ridge. The south elevation, visible from Childers Street, has three double-hung sash windows and a ledged (side) door. The gabled front façade faces west toward the Church. It has a ledged door with a highlight at its centre and two louvered vents in the gable. A freestanding flat-roofed portico provides shelter between the two buildings, but obscures views to the west elevation of the hall. The supper room addition on the north side retains four windows and three ledged doors. It appears that most of the fabric of the hall, including weatherboards and windows, were replaced as part of the 2012-13 restoration works.

Comparative Analysis

Religions of many denominations have played a major role in the development of the City of Casey. The churches and other buildings associated with them are among the most numerous of the nineteenth century public buildings to survive in the municipality and tell much about the social development of the study area. Anglican and Presbyterian churches were supported by landed families, while those of Irish stock supported Catholic churches. The second era of strong church development was the interwar period, during which many new churches and halls were constructed in some cases replacing the original nineteenth-century buildings.

While the earliest church in Cranbourne, and one of the earliest in the municipality, was the 1860 Scots' Church on Sladen Street, its current building dates from 1951. It was followed by St Agatha's Catholic Church on High Street of 1861, though the original timber building was replaced in 1929 by the current brick church building. St John the Evangelist Church of England was the third church to be constructed in 1864, but it is now the oldest surviving church in Cranbourne and Casey more widely .

All of the churches in the Casey Heritage Overlay, both nineteenth and early twentieth century, all follow the Gothic Revival style, and more or less embellished versions. All have a steeply gable-fronted roof, often with an enclosed gabled entrance porch or narthex mirroring the principal gable, and nearly all have pointed-arched lancet windows. The more substantial churches are built of face brick, often with cement-render dressings emulating stone. Even amongst these brick churches, most follow the simple Early English or English Gothic forms, with engaged buttresses, large expanses of flat wall and small, single lancet windows.

Other Victorian-era churches in the Casey Heritage Overlay are the following:

- HO46 St Andrew's Uniting (former Presbyterian) Church, 105 High Street, Berwick, c1879-1888. A large and austere English Gothic brick building with a very steep parapeted gable front, and label moulds to lancet windows and a quatrefoil in the gable apex. The roof is clad in slate with gabled vents along its sides. The nave is buttressed with plate-tracery windows. The church was designed by noted architectural practice Reed, Henderson and Smart, and was intended to have a tower. It is still used as a church, with a large new front porch/extension added to its front façade. It is of significance as a church, local landmark and for its architectural design.

- HO71 Former Church of Christ, 108 High Street, Berwick, c1886. A small brick church with a decorative timber truss and finial in the front gable and a gabled entrance porch below. Unusually the narrow windows have an arched head, indicating a Romanesque influence. It is externally intact apart from overpainting of the bricks. There is a timber Sunday School just behind it. It is no longer used as a church.

- HO105 Christ Church of England, 2-8 Palmerston Street, Berwick, c1876-77 with additions 1888-92. A fine English Gothic brick church with a corrugated steel roof. Windows are lancet arched and the entry porch mirrors the gable of the main roof. It retains one original brick buttress, while others were added in the 1950s and 1980s. An addition has been made to the rear. The church has been superseded by a new building. It is of historical and social significance, and also of aesthetic significance as a reasonably intact example of an early brick church in the region, and as the focus of an intact complex of buildings including the Sunday School, Parish Hall and Vicarage (though ownership has been subdivided).

- HO189 Christ Church of England, 61 South Gippsland Highway, Tooradin, c1900. A very modest timber church clad in weatherboards. Windows and doors have a simplified pointed form (with straight sides instead of the standard curved lancet arch). The narthex, or entry porch, dates from c1964 and has a much lower pitch than the building, disrupting the standard symmetry between these two elements. A new Sunday School was built at the same time. The church still functions. It is of historical and social significance.

As noted above, St John the Evangelist Church of England in Cranbourne was one of the group of first churches built in the municipality in the 1860s. While all the others have been replaced by later structures, its 1864 extent survives apart from the loss of the original entrance porch.

In its form, St John the Evangelist Church is similar to the group of brick churches constructed in the English Gothic style, though it is one of the more modest examples in size and detail. Like the others, it has face brick walls (overpainted at St John's), engaged buttresses, and lancet windows. In keeping with its status as the oldest church building in the municipality, the 1864 nave is very basic in its details, with no dressings to windows or the tops of buttresses. The reported use of bichrome brickwork is unique amongst the early churches in Casey. The 1909 chancel and vestry at the east end are in keeping with the nave but will far more sophisticated detail.

The reported use of cream brick dressings to the 1864 nave appears to be the earliest surviving example in Casey, and relatively early in terms of the availability of these bricks in Victoria. Brickmaker John Glew, of Brunswick, developed production of cream bricks from the early 1860s, which were first used as dressings for bluestone buildings, and then in polychromatic brickwork. Once of the earliest examples of a bichrome brick building is the 1859-60 former Mikveh Israel Synagogue, 275-285 Exhibition Street, Melbourne (VHR H641). The seminal example is recognised as Reed and Barnes' St Michael's Uniting Church of 1866-67 (VHR H4), 122 Collins Street, Melbourne, which is considered to have popularised polychrome architecture, as well as the so-called Lombardic Gothic style.

In its intactness, St John the Evangelist Church is comparable to most of the other still-functioning churches that have had various extensions made over the years to accommodate the changing needs of the congregation. Like St Andrew's, Berwick, its original front porch has been replaced by a large extension, and like Christ Church, Berwick, a large addition has been made to its rear (or rather, the north side). While these additions have detracted somewhat from the architectural quality of the church (particularly the new porch), the early part of the church is still clearly visible.

The 1913 timber Sunday School hall at St Johns has been rebuilt several times, most recently returning to its original appearance in 2013. This means that the Sunday School has a largely interpretive value, illustrating the evolution of the church congregation and its needs.

Statement of Significance

What is Significant?

St. John the Evangelist Church of England Complex at 27-31 Childers Street, Cranbourne, is significant.

The church, dating from 1864 with 1909 additions is significant.

Features which contribute to the significance of the place are

- the c.1913 Sunday School as restored in 2013
- mature specimens of mature Turkey Oak *Quercus cerris* and Red Oak *Quercus coccinea* located to the south of the Sunday School.

Features which do not contribute to the significance of the place are the 1978 and later additions and alterations to the church, carparking, fencing and children's playground.

How is it Significant?

St John the Evangelist Church of England Complex is of local historic, social and architectural significance to the City of Casey.

Why is it Significant?

Historically, the Complex as a whole is significant as an illustration of the importance and early development the Church of England (known as the Anglican Church since 1981) faith within the Cranbourne district. The church, constructed c1864 is the earliest church to survive within the municipality and one of the earliest surviving buildings within Cranbourne. It was also one of the earliest non-residential buildings to be constructed within the Cranbourne area. The extension of the church itself in c1909 to add the chancel and vestry and construction of the Sunday School in c1913 demonstrate the growth and consolidation of the Church of England in the Cranbourne area in the late nineteenth and early twentieth century. (Criterion A)

Socially, the complex as whole is significant for its strong and continuing associations with the local community as the focus of Anglican worship in Cranbourne and the surrounding areas for over 150 years. The continuing use and development of the Church, including the restoration of the Sunday School building and refurbishment of the interior of the church itself as part of the broader works completed in 2013 (while retaining important original features) demonstrate this continuous importance to, use by, and attachment of, the local congregation. (Criterion G)

The St John the Evangelist Church of England building (to the extent of the c1864 portion) is of architectural significance as an early and simple example of the Gothic style within the municipality. Of further architectural significance is the church as an example of the work of architect, Nathaniel Billing, who is noted for his Gothic Revival proper designs, rather than the more eclectic Gothic examples of the 1850s and 1860s. Billing is credited with pioneering the use of patterned brickwork in Victoria, with St John the Evangelist Church being one of the early examples of this. The use of bichromatic brickwork is unique amongst the nineteenth century churches in the municipality. Although the bichromatic brickwork is now overpainted, and the church has been altered and added to, the original Gothic style is clearly evident. The mature Oak trees located to the west of the site contribute to the overall setting of the complex. (Criterion E)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

Remove internal control *– The church has very simple interiors, which are unlikely to justify internal controls being applied.*

Remove outbuildings etc. control *– Originally applied to protect the Sunday School (which is part of the complex as now defined). The Sunday School is not considered an outbuilding and there are no significant*

fences or other outbuildings.

| PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO18	St John the Evangelist Church of England Complex 27-31 Childers Street, Cranbourne **Statement of Significance:** 'St John the Evangelist Church of England Complex Statement of Significance'	No	~~Yes~~ No	Yes – Turkey Oak and Red Oak to west of church	~~Yes~~ No	No	No	No

Maratala (former 'Farnham')

130 Sladen Street, Cranbourne

HO131

Figure 32 Facade of residence, viewed from Sladen Street entrance. (Source: Plan Heritage 2020)
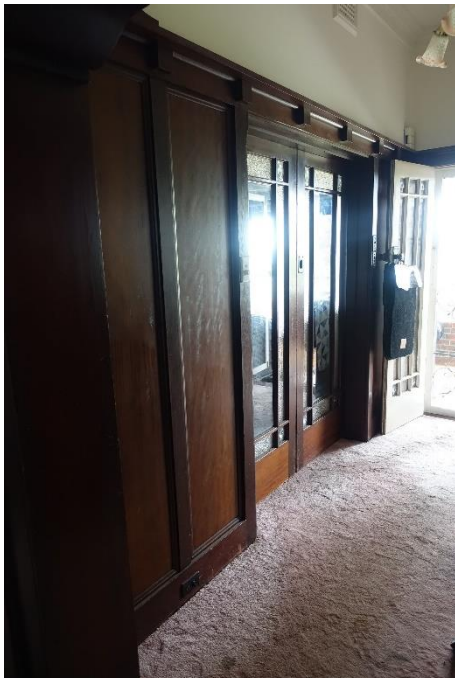
Figure 33 Interior – entrance hall and built in cupboards on either side of fireplace in front rooms. (Source: Plan Heritage 2020)

Figure 34 Garage, located to the south east of the residence (view from rear of site). (Source: Plan Heritage 2020)

Curtilage

Figure 35 Existing HO131 curtilage - no change proposed.

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850s and Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Road Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the Australian Handbook described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the Australian Handbook reported that Cranbourne housed a population of 250 and was a:

railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the Discharged Soldier Settlement Act 1917 was introduced to settle returned soldiers from World War I on the land. In addition, the Empire Settlement Act introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s, resulted in further development in the township, which slowed with the economic depression of the 1930s.

Site use and development

Cranbourne township was surveyed in 1857 and the town of Cranbourne was proclaimed on 25 February 1861.

The subject residence is located on the original two-rood Cranbourne Township Allotment 22 sold to G Poole in 1875 (see Figure 36).
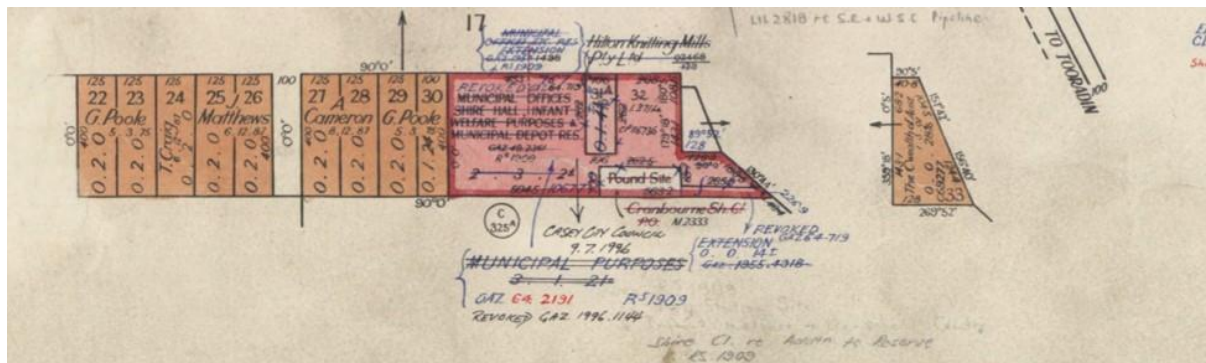

Figure 36 Showing Allotment 22 (130 Sladen Street) purchased by G Poole in 1875 as one of two neighbouring allotments. (Source: Cranbourne Township Plan 1954)

Cranbourne Shire secretary in the period 1924-34, Leslie Tolson McLaren, purchased Allotments 22 and 23, a total of approximately one acre, in 1929 (CT:V5555 F963).

In May 1930, A C Leith and Associates, architects and engineers, called for tenders for the construction of a weatherboard residence at Cranbourne for L T McLaren (*Argus* 17 May 1930:5). A C Leith was also Cranbourne Shire's consulting engineer at the time, serving in this role in the period 1927-57 (Butler & Associates 1996:90).

In June 1930, it was reported that Shire secretary, L T McLaren of Cranbourne, was to be married to Marjorie Rose of Sydney on 21 July and that plans were underway for the building of their home in Cranbourne (*Dandenong Journal* 12 June 1930:5).

In October 1931, Mrs L T McLaren hosted a party at her home, 'Farnham', in Slade Street, Cranbourne (*Dandenong Journal* 15 October 1931:4). The subject residence, originally named 'Farnham', was therefore constructed between May 1930 and October 1931.

After McLaren was appointed secretary to the Mornington Shire Council, he advertised the subject residence for sale in December 1934. At this time, it was described in a sale advertisement as a Californian bungalow of five rooms with sleep out, Tilux kitchen and bathroom situated on 2½ acres of sandy soil (*Dandenong Journal* 29 November 1934:4; *Argus* 8 December 1934:20).

After McLaren's departure, Allan Frank Buchanan, secretary of the Wycheproof Shire, was appointed secretary to the Cranbourne Shire, taking up his role in late January 1935 (see Figure 6) (*Dandenong Journal* 3 January 1935:4). Buchanan, with his wife, occupied the subject house from 1934 until at least 1940 (Butler & Associates 1996:90; *Dandenong Journal* 23 January 1936:4). In April 1951, Buchanan resigned his position of Shire secretary due to illness (*Dandenong Journal* 11 April 1951:6).

Figure 37 A likeness of Shire secretary A F Buchanan drawn by Alec Brierley in 1951. (Source: Dandenong Journal 11 April 1951:6).

McLaren continued to own the subject house until 1942, when Elsie Edwards became the owner, followed by Ernest Francis, grazier, in 1943. In 1949, Frederick Spottiswood became the owner, and in the same year gained separate titles for the two allotments (Allotment 22 and Allotment 23) (CT:V5555 F963).

Spottiswood owned the dairy 'Nirvana Park' in Cranbourne from c1944 to around the mid 1960s, as well as other parcels of land. He was a Shire of Cranbourne councillor from 1949 until 1955 and he was Shire president from 1951 to 1952. He was also on the Committee of the Cranbourne Turf Club and chairman in 1951-52. It appears that Spottiswood did not live at the subject residence (Arnold 2020).

The existing garage at 130 Sladen Street is visible in the 1956 aerial photographs of the area, although the shed to the rear of the property is not visible at that time and likely post-dates 1956 (see Figure 7). The concrete curbing which defines the garden beds across the front of the house and driveway is likely to date from the 1950s and is evident in the 1956 aerial.

Figure 38 Aerial image of the subject property in 1956. Note the garage, hard landscaping, lawn area and driveway are evident by this date. The orange arrow points to the garage which is evidently constructed by 1956. (Source: City of Casey, 1956)

Associations

Leslie Tolson McLaren, owner 1929-42, occupier 1930-34

Lesley Tolson McLaren was born in 1899 in Korumburra, Victoria (Ancestry 2020). He served as secretary to the Cranbourne Shire in the period 1924 to 1934, marrying Marjorie Rose in 1930. The couple made the subject residence their home in the same year. In 1934, McLaren took on the role of secretary of the Mornington Shire. He later served in World War Two with the RAAF (Ancestry 2020).

McLaren died in the Mornington Bush Nursing Hospital on 21 January 1953, leaving his wife, Marjorie, and one son. His obituary noted that he was a keen worker for many public organisations, charities and sporting bodies. He was buried at the Spring Vale Cemetery (*Age* 23 January 1953:2).

A C Leith & Associates, architects

Architects A C Leith & Associates had a long working relationship with the former Shire of Cranbourne.

G B (George Burridge) Leith established his architectural practice at 408 Collins Street, Melbourne, in 1890. Known as G Burridge Leith, he was the son of architect George Brown Leith and had practised jointly with his father both before and after service in World War I.

The practice lapsed during World War I and was revived in 1918 as G B & G Burridge Leith. G B Leith was the Chief Architect of the State Savings Bank from 1920 to 1953. G B Leith's brother, A C (Arthur Cedric) Leith, an architect and engineer, carried on the practice in 1925 (White 2017:7; University of Melbourne Archives 1905-1935).

By 1930 the firm was known as A C Leith and had taken over Haddon & Henderson, a practice that had existed from the late nineteenth century. A new firm was formed in 1936 when A C Leith joined in partnership with Harold E Bartlett, with the firm name changing to A C Leith & Bartlett, Architects and

Engineers. It was incorporated under the Companies Act in 1957 as Leith & Bartlett Pty Ltd, directed by architects, engineers and town planners. The firm were responsible for the design of numerous buildings in the period 1905-40. These comprised buildings both in Melbourne and regional areas, including several churches, hotels, the Heidelberg Town Hall (1937) and the Mirboo Shire Hall and Offices (1938) (University of Melbourne 1905-1935).

In addition to designing the subject residence, A C Leith was the consulting engineer to the Shire of Cranbourne from 1927 to 1957, with A C Leith & Bartlett referred to as the Shire's architects in the 1950s (Butler & Associates 1996:90; *Dandenong Journal* 6 June 1951:13). In 1948 work was undertaken by A C Leith and Bartlett to convert the Cranbourne Shire Hall to office space for council workers. In later years, Leith Barrett & Partners designed the Cranbourne Civic Centre, which opened in 1978.

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Physical Description

'Maratala' at 130 Sladen Street is a timber Californian Bungalow with massive brick piers to the front porch. It is set behind a deep front garden typical of the mid-twentieth century. The garden includes rolled edge concrete curbing which defines the driveway, garden beds immediate to the residence, side and front boundaries (with a square of lawn directly to the front of the residence), a long paved concrete driveway and plantings of shrubs and trees set to the front and side boundaries. The exception to the typical shrub

plantings is the very large specimen of Camphor Laurel *Cinnamomum camphora* of outstanding size (height and spread) located on the Sladen Street boundary.

The principal roof form of the house is a low-pitched transverse gable, though this is largely concealed from the front by a minor gable to the west side juxtaposed with a broad front porch gable at the centre of the front façade. These two front gables are of very low pitch, indicating a strong Japanese influence, as seen in the designs of architects such as Greene & Greene in California.

The gables of the house and porch are filled with timber shingles and visually rest on decorative brackets to expressed purlins. On the side elevations some purlins rest on long struts instead. The roof is clad in recent corrugated steel and there is an external chimney on the east side of the house. It has a roughcast rendered shaft with impressed rectangles at its base, suggestive of the Arts & Crafts style, while the chimney breast is of clinker brick. This same clinker brick is used for the massive stepped piers of the front porch and for the balustrade-cum-planter between them. The house is clad in bullnose timber weatherboards. The 2004 citation stated that they boards were stained, but they are currently painted black perhaps in an approximation of the creosoted finish that was popular for interwar bungalows.

Most of the windows of the house are double-hung sashes with margin glazing to the upper sashes. There are "bottle glass" panes at the corners. Many of them sit in box frames, while there is a bay window on the west side elevation set below deep eaves with expressed rafter tails. Beneath the front porch is an anomalous picture window flanked by two narrow double-hung sashes, which may be a later alteration.

The double front doors have an elongated version of margin glazing, also with "bottle glass" at the corners. Inside, there are margin glazed doors to the main rooms, and fine dark timber panelling to the corridors and main rooms. All of the timber panelling, doors, door and window surrounds, skirtings and picture rails retain their original varnished finish. The house also retains built in cabinets around the living room fireplace and a storage cupboard in the hallway. The main rooms also retain fibrous plaster ceilings in the delicate classical Adamesque style.

The long skillion to the rear of the house appears to be an early extension (prior to 1956), and it has small, square windows. It uses the same bullnose weatherboards and expressed rafter tails and purlins, but the details are simplified compared to the main house.

The front steps and patio linking the front driveway to the front porch appear to date from the 1950s, with crazing paving and mild steel balustrades. The wrought iron front gates and concrete driveway and curbing defining garden beds across the front of the house also appear to date from this period.

At the end of the front driveway is a gabled timber garage and at the rear boundary of the property is a small workshop, also of timber. Both these outbuildings are clad in bullnose weatherboards and have traditional features such as ledged doors (to the garage) and double panelled doors (to the workshop). However, neither outbuilding is visible in a 1939 aerial photo of the site, while the garage is visible in a 1956 aerial.

Comparative Analysis

There is a modest selection of interwar houses, built c1916-40, in the City of Casey Heritage Overlay. As rural homesteads of any era often differ from dwellings of the same era in towns, it is considered most appropriate to compare 'Maratala', formerly 'Farnham', 130 Sladen Street, to other interwar houses in the City of Casey's townships.

These other examples are mostly located in Berwick, the largest early township in the municipality, though there is one other in Cranbourne. Most of the houses can be considered part of three groups: Arts & Crafts and Californian Bungalows constructed in the early years up to the early 1930s; 1930s hipped-roof

bungalows with a classical influence, some of which can be called Mediterranean Revival in style; and late interwar period houses with a medieval influence including English Revival style and some Spanish Mission.

Early examples of bungalows are:

- HO54 'Dhuringa' 59 Peel Street, Berwick, c1925. A timber Arts & Crafts Bungalow with a broad hip roof that flairs at verandah level, with a gable projecting over the entrance. Architectural details are simple, including groupings of sashed windows with multi-paned uppers and plain timber verandah brackets. In its massing, the house has much in common with Federation-era rural homesteads, though the detailing is recognisably interwar.

- HO157 Graham Residence or 'Lel Mar', 119A Clarendon Street, Cranbourne, 1928. A timber Californian Bungalow with a transverse gabled roof that extends over the front verandah and a projecting front gabled room. The verandah extends across the entire front façade and is supported on paired timber posts resting on a brick pier. The residence is an intact example of State Savings Bank 'Type No. 38'.

- HO184 19 Reserve Street, Berwick, c1928-29. A timber Californian Bungalow with a hipped roof that extends over the front verandah and a projecting front gabled room. The residence is an intact example of the State Savings Bank 'Type No. 31', which was a design reserved 'For Country Selection Only'. Like other 'country' SSB designs, the verandah is supported by square wooden posts with narrow blade-like brackets.

Examples of classical-influenced bungalows of the 1930s are:

- HO67 70 Brisbane Street, Berwick, c1935. A substantial Indian Bungalow with a high hipped roof and central porch entry set below a projecting hip. Walls are constructed of two tones of tapestry bricks, the roof is covered in variegated terracotta tiles, and the upper sashes of windows have diamond lead lights. The house is externally intact as viewed from the street apart from the probable addition of timber fretwork to the front porch. Its very large block has also been subdivided in recent years, though the house still retains a large lot and is clearly visible from the street.

- HO68 88-92 Brisbane Street, Berwick, c1935. A substantial house built as a series of hipped pavilions, the effect being enhanced by two porticos (one filled) and entry porch with steps. The walls are rendered with tapestry brick trims. A colonnade supports the rear verandah (which appears to have been the original front façade of the house). The intact portico features deco detailing and some of the window triplets contain diamond upper panes.

Examples of medieval-influence houses of the late interwar period are:

- HO115 Keys House, 21 Oakleaf Place, Narre Warren South, of 1935. A face brick house with dark stained vertical timber cladding to the ends of its steeply pitched cross-gabled roof, typical of the English Revival style. Detailing is simple with multipaned casement windows.

- HO66 15 Brisbane Street, Berwick, c1939. A masonry house with rendered walls and decorative brick accents which is designed as a series of tiled gable-roofed pavilions. The gables are vergeless, as was typical of the English Revival style and sometimes Spanish Mission houses. Windows have horizontal glazing bars, typical of the Moderne style, which were used for houses of many styles at the end of the interwar period. This substantial house is noted for the fine craftsmanship of the joinery and porch floor.

'Maratala' is by far the most substantial and finely designed and detailed Californian Bungalow in the City of Casey Heritage Overlay. As noted above, two of the other examples are modest timber houses in State Savings Bank standard designs. The third, 'Dhuringa' 59 Peel Street, Berwick, is distinguished by its Federation-era enveloping hipped roof, but its detailing is simple and typical of the early 1920s.

In contrast, 'Maratala' was customed designed for its first owner by architect A C Leith, and is distinguished by the strong Japanese influence of its roof massing, the massive brick porch piers, its elegant detailing, and

range of construction materials. It compares more closely in its custom-designed form and quality of finishes and details to the substantial 1930s houses in Berwick, such as those at 15, 70 and 88-92 Brisbane Street. Even in comparison to these larger houses, 'Maratala' stands out due to exceptional details. Its presentation is enhanced by the retention of a colour scheme typical of Californian Bungalows, particularly the black weatherboard and timber shingle cladding.

In summary, 'Maratala' is by far the finest Californian Bungalow identified in the City of Casey and one of the most finely detailed interwar houses overall.

Statement of Significance

What is Significant?

'Maratala', originally known as 'Farnham', at 130 Sladen Street, Cranbourne, is significant.

Significant elements of the place are:

- The exterior of the c1930 residence
- The interior of the dwelling to the extent of the T-shaped entrance hall, living room and dining room (both on the west side of the dwelling)
- The Camphor Laurel tree located on the Sladen Street boundary

Elements which contribute to the significance of the place include:

- The rear extension to the dwelling
- The c1930s gabled timber garage
- The c1950s concrete driveway with rolled edges

The shed at the south boundary is not of heritage significance.

How is it Significant?

'Maratala' (former 'Farnham') at 130 Sladen Street, Cranbourne is of local aesthetic and associative significance to the City of Casey.

Why is it Significant?

'Maratala' (former 'Farnham') at 130 Sladen Street is of aesthetic significance as it comprises, by far, the most substantial and finely designed Californian Bungalow identified within the City of Casey and one of the most intact interwar houses overall. The house is a highly intact internally and externally and architecturally successful example of the Californian Bungalow. Custom designed for its first owner by architect A C Leith, 'Maratala' is an excellent example of the Californian Bungalow style, with a strong Japanese influence, evident in its roof massing, massive brick porch piers, its elegant detailing, and range of construction materials. The interiors are of a similar high quality to the exterior and are an excellent intact example of a typical Interwar interior associated with a fine architect designed residence of this calibre. The interiors include high quality timber joinery with the original varnish finish in the form of panelling, window and surrounds, skirtings, picture rails and custom built cabinetry to the living room and hallway, as well as margin glazed doors to the main rooms and the original fibrous plaster ceilings in the delicate classical Adamesque style. The custom-designed form and quality of external and internal finishes is exceptional, even in comparison to larger examples of interwar dwellings within the municipality. Its presentation is enhanced by the retention of a colour scheme typical of Californian Bungalows, particularly the black painted finish to the weatherboards and timber shingle cladding. The Camphor Laurel planted on the

Sladen Street boundary is of aesthetic significance for its height and multi-stemmed spreading form and as the largest known example of the species within the municipality. Along with the front garden, typical of the mid twentieth century, it provides an appropriate setting for the residence. (Criterion E)

Maratala is of associative significance with the Leith company as the shire's consulting engineer from 1927 to 1957, as the Shire's architects in the 1950s, and architects of the 1948 work to the Cranbourne Shire Hall and new council offices in 1978. (Criterion G)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO131	'Maratala' (former 'Farnham') 130 Sladen Street, Cranbourne **Statement of Significance:** Maratala Statement of Significance	No Yes	No Yes - entrance hall, living room and dining room.	Yes – yes Camphor laurel	No	No	No	No

St Agatha's Catholic Church (former)

150-156 & 158 South Gippsland Highway, Cranbourne

HO135

Figure 39 - St Agatha's Catholic Church (Former) and row of Bhutan Cypress - viewed from Stawell Street. (Source: Plan Heritage 2020)

Figure 40 - Row of Bhutan Cypress along High Street Boundary. (Source: Plan Heritage 2020)

Figure 41 - St Agatha's Church (former) High Street elevation. (Source: Plan Heritage 2020)

Figure 42 New addition and fence located to the north of the brick church. (Source: Plan Heritage 2020)

Curtilage

Figure 43 Existing HO135 Curtilage - covers the whole of the title 150-156 South Gippsland Highway (including five of the eight Bhutan Cypress)

Figure 44 Proposed extension to HO135 - comprising the whole of existing curtilage plus an additional four Bhutan Cypress at 158 South Gippsland Highway, which originally formed the western boundary of the Church Reserve. The extended curtilage is applied 5m either side of the western boundary of 158 South Gippsland Highway and 5m west of the western boundary of 156 South Gippsland Highway.

History

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850s and Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Road Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the *Australian Handbook* described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

> *A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).*

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the *Australian Handbook* reported that Cranbourne housed a population of 250 and was a:

> *railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).*

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the *Discharged Soldier Settlement Act 1917* was introduced to settle returned soldiers from World War I on the land. In addition, the *Empire Settlement Act* introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site development and use

The subject building, constructed as St Agatha's Catholic Church in 1929, is located on Allotments 10 and 11, Section 5 of the Cranbourne township (*Cranbourne Township Plan* 1954).

As early as the 1840s, Catholic priests from Melbourne visited the areas of Pakenham, Nar Nar Goon and the Western Port region. In 1853 the Brighton Mission was established. It comprised a large area that covered the south-east part of Melbourne, the Mornington Peninsula, Bass Coast and West Gippsland (Arnold 2020).

In April 1883 the Dandenong Parish or Mission was established, comprising Dandenong, Phillip Island, Wonthaggi and the Mornington Peninsula. This Parish was eventually split up: the Iona Parish was created in 1905, Koo-Wee-Rup in 1946, St Mary's North Tynong (or Maryknoll) in 1950 (combined with Iona in 1968), Pakenham in 1954, Berwick (including Cranbourne) in 1956, Doveton in 1962, Cranbourne in 1973, Endeavour Hills in 1980 and Narre Warren in 1982 (Arnold 2020).

The first Catholic church in the area was St Agatha's at Cranbourne, originally a timber building opened on 6 February 1861 that was serviced by Father Patrick Niall who travelled across the districts of Port Phillip Bay and Westernport (Turner 2001:4.6). The 3 rood and 32 perches (approximately 3000m2) site on which it stood was not officially reserved until 1863 (2 roods) and 1870 (1 rood 32 perches) (see Figure 45). Archbishop Goold purchased the neighbouring block to the south (Allotment 9, Section 5) in 1863 (*Cranbourne Township Plan* 1954). The current church is located on this Allotment 9.

St. Agatha's church was renowned for its annual ball, which was held at the Cranbourne Shire Hall. Very little else is recorded about this church, however it is known that pine trees (likely the Bhutan Cypress trees) had been planted in the church yard by 1913 (*South Bourke and Mornington Journal* 13 February 1913:5).
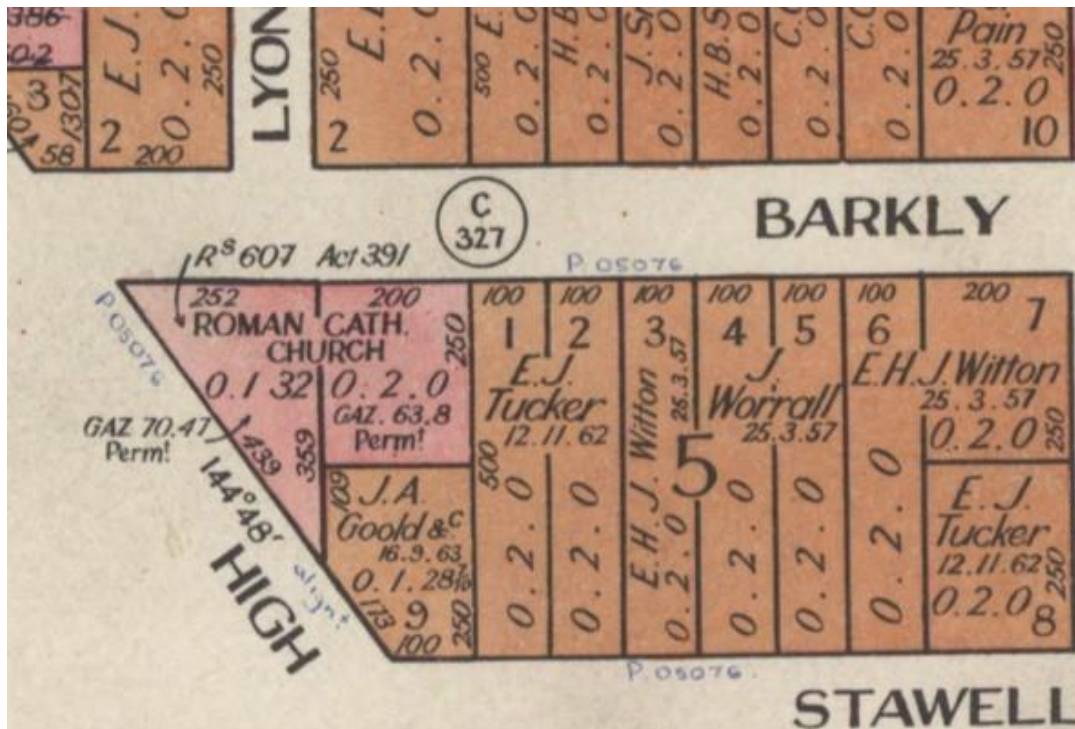
Figure 45 Showing the Roman Catholic Reserve (coloured pink) in Cranbourne gazetted in 1863 and 1870. Archbishop Goold purchased the neighbouring block to the south (Allotment 9, Section 5) in 1863. (Source: Cranbourne Township Plan 1954)

Under the stewardship of Rev T J Little, appointed to the Dandenong parish in 1926, a building fund for a new church building at Cranbourne was opened. Such was the community support, many donations were received from non-Catholics (*South Bourke and Mornington Journal* 23 September 1926:4; Turner 2001:4.6).

A new St Agatha's church building, a 'fine Gothic church in brick', was subsequently designed by church architect P J O'Connor and built by a Mr Taylor next to the timber church (see Figures 46 and 47) (*Advocate* 24 January 1929:22). It featured rendered internal walls, a hard wood floor, a timber lined ceiling, and tiled roof (PROV 1928-1986). Opened on 20 January 1929 by Archbishop Mannix, the total cost including fit-out was just over £3,100 (see Figures 48 and 49) (Arnold 2020; *Advocate* 24 January 1929:22). This left a debt on the building of £1,933 (*Advocate* 24 January 1929:22).

The original timber church building was retained and used as church hall (see Figure 10) but was eventually sold and removed to Devon Meadows (Turner 2001:4.7).
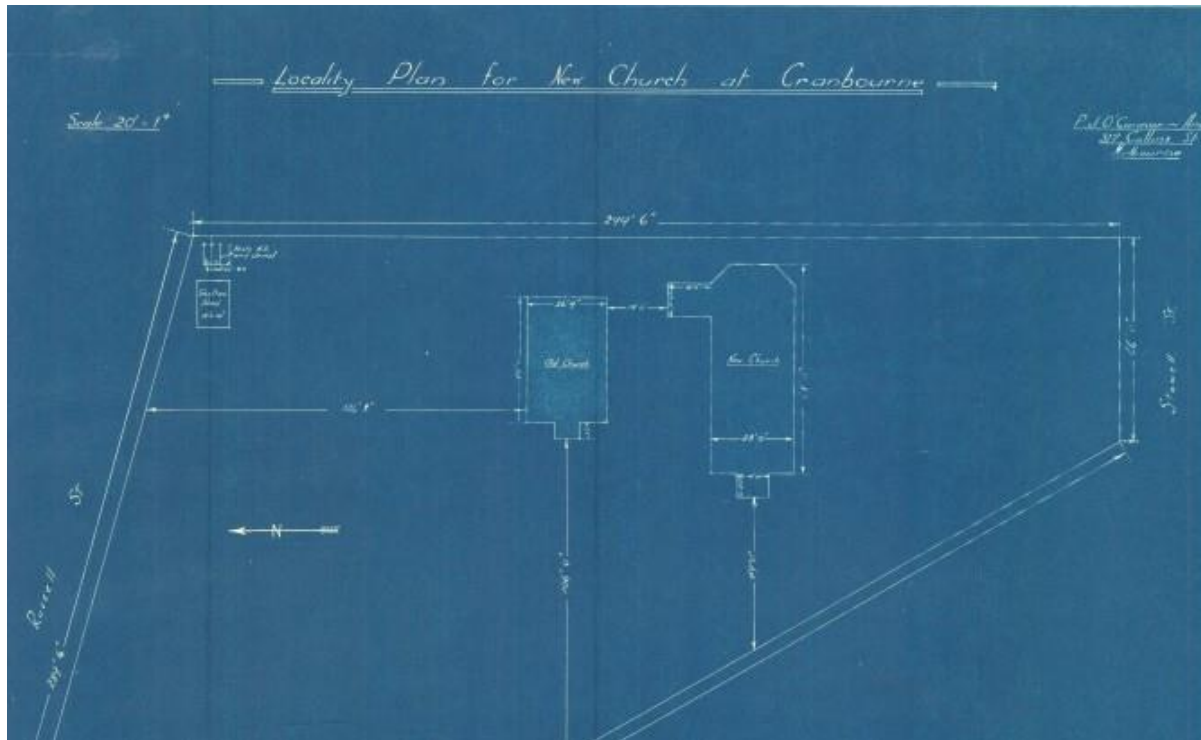
Figure 46 Locality plan by architect P J O'Connor for St Agatha's Catholic Church showing the siting of the 1929 church in relation to the old church. North is to the left. (Source: PROV 2020)
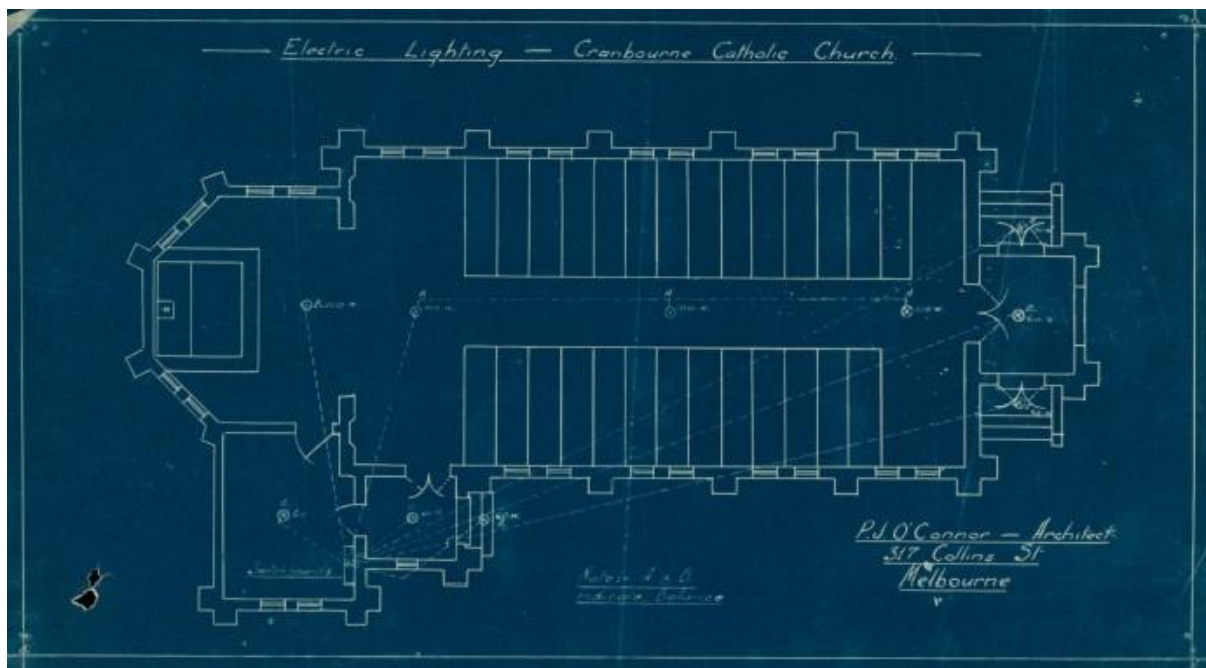
Figure 47 A plan of St Agatha's, 1928, designed by architect P J O'Connor. North is to the bottom of the page. (Source: PROV 2020)

Figure 48 The opening of St Agatha's Church at Cranbourne in 1929 with the original weatherboard church building adjacent. (Source: cited in Arnold 2020).

St. Agatha's Church, Cranbourne.
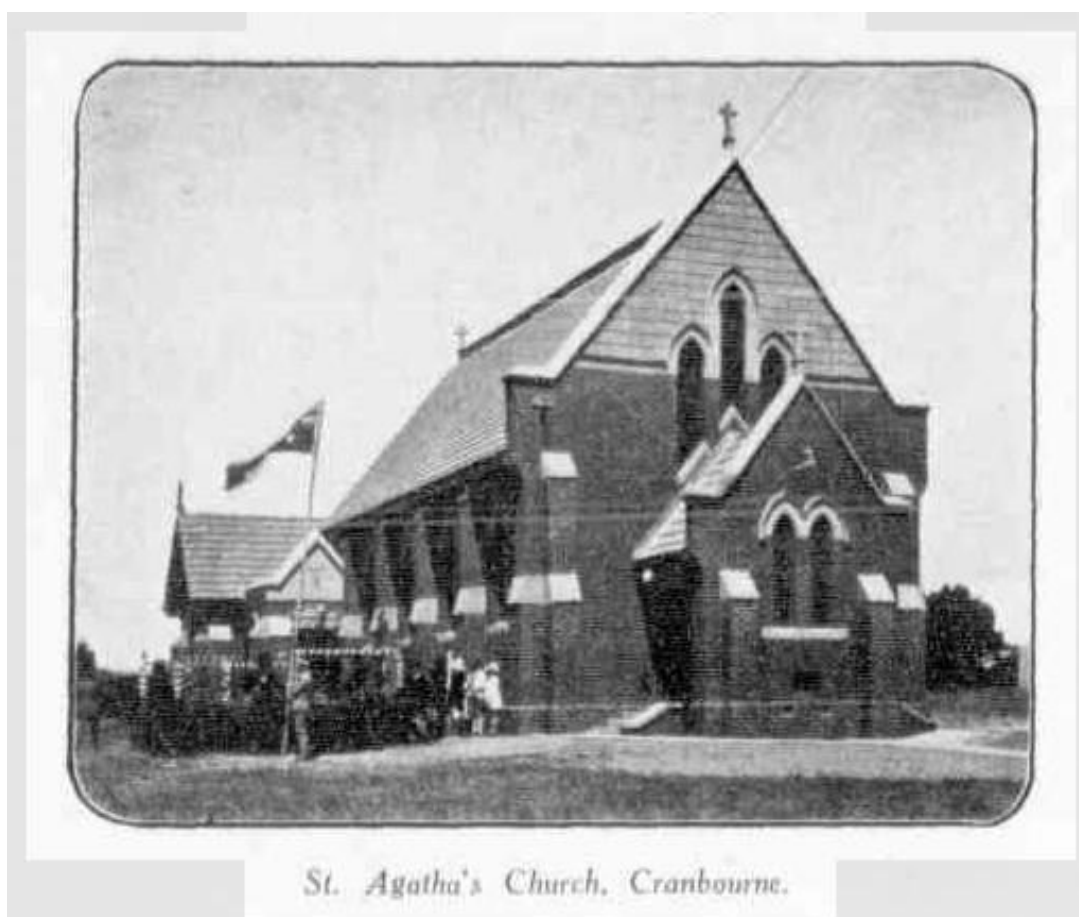
Figure 49 The opening of St Agatha's Church at Cranbourne in 1929. (Source: Advocate 24 January 1929:22)

Cranbourne became a Catholic Parish in 1973 and the current St Agatha's Church opened on in Sladen Street in 1981, consolidating the church and the school on the same site. The new church building was partially funded by a bequeath of $492,000 from Eddie Donnelly who died in 1979 (Arnold 2020).

Although the Cranbourne Shire Historical Society put in a bid for the purchase of the old church building and site, it was opened in 1982 by new owner Peter Giles, with the addition of an internal mezzanine floor, as a 100-seat restaurant called 'Vespers' (Butler & Associates 1996:56; PROV 1928-1986; *Age* 2 November 1982:17). In an application in 1985 for a liquor license for the restaurant, the interior of the building was described as having walls of rendered brick and a six-metre high ceiling lined with tongue and groove boards (PROV 1928-1986). The building has been used as a commercial restaurant under various tenancies since the 1980s.

In 2017, a major refurbishment of the interior of the building was undertaken, as well as the construction of a major extension constructed to the north of the church to house a further seating area. New works were undertaken at this time to the exterior of the church, including the installation of undercover terraces, raised garden beds, a high timber paling fence, concrete ramps, and an asphalt car parking area.

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Advocate, as cited.

Age, as cited.

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St Agatha's Catholic Church Cranbourne 2020, 'Some History of the Catholic Church in Cranbourne: 1929 - 1970's', https://www.stagathas.org.au/, accessed 5 April 2020.

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Victorian Places 2015, 'Cranbourne', Monash University and The University of Queensland, https://www.victorianplaces.com.au, accessed 20 March 2020.

Physical Description

The former St Agatha's Catholic Church is a gabled red brick and stucco building designed in a simple Italian Gothic Revival style. It is located at the northeast corner of High and Stawell streets on a very large block that is largely taken over by carparking.

An (incomplete) row of eight Bhutan Cypress *Cupressus torulosa* are planted along the western boundary of 150-156 and 158 South Gippsland Highway. Five of the trees are located on the land at 150-156 South Gippsland Highway and the remaining three are located at 158 South Gippsland Highway. These trees follow the original title boundary for the church and are likely to date from between c1910 and 1930. The

trees are planted with regular spacings, making it clear where original trees have been removed. The trees are in very good condition for their age and site location and provide an important context and setting to the surviving built fabric of St Agatha's.

The church is simple in plan. It is five bays long with a semi-hexagonal apse at the east end, and no transept (arms). There are two small gabled structures at its northeast corner that may be early in date (the 2004 citation stated they had been built as part of its previous function', possibly when it was still a church).

The gabled front façade and entrance porch, both facing west, have corbelled eaves with a moulded cement-render coping topped with a small cross. The main gable is infilled with a square tile-like pattern executed in cement render. The tops of three lancet windows extend into the 'tiled' gable. The front porch has a pair of lancet windows to its front face and doors to the sides. The side elevation also has pairs of tall lancet windows. All of these windows have pale green diamond-shaped panes with a decorative margin, some with a circular decorative motif or cross near the top.

The porch, the front façade, and the side elevations are articulated with attached buttresses with render copings. The brickwork is of hard red face brick with plain light grey mortar joints. Bricks with a chamfered edge are used for window reveals.

Internally, the church retains impressive king-post trusses with timber lining to the underside of the roof.

The non-original terracotta or cement roof tiles were replaced with black concrete tiles in 2017. The 1929 church may have had red or parti-coloured terracotta tiles originally.

The former church was converted to a restaurant in 1982, and in 2017 there were extensive new works to create an expanded hospitality venue. Intrusive works of the 2017 redevelopment include: replacement of entrance doors to the front porch with modern glazed units; a paling fence that wraps around the church and new building at a height that conceals views to the ground floor level of the building; a timber-framed pergola along the south side elevation with an enclosed section at the east (rear) end which hides the apse; a curved concrete ramp leading to the (new) front gates; and construction of a second single-storey building with pergola to the front (west), which sits proud of the church making it visually intrusive as well as being bolted to the church at the front porch.

External alterations made to the church as part of the 2017 works that have had a negative impact on the heritage fabric and significance of the church include: bolting the pergolas to the brick walls of the church. In addition, the ground level around the entire church has been raised by approximately 400mm. This has both hidden the plinth and entrance steps of the building, resulting in a major visual change, and most likely has introduced a bridge about the original damp-proof course which may result in avoidable salt and damp damage to the walls above.

There have also been many generations of signage fixed directly into the brick wall, which has resulted in many holes in the bricks and mortar joints as well as displacement of some bricks and remnant metal fixings scattered around the façade (particularly on the front face of the entrance porch). There is currently signage at the base of the front of the porch, which appears to have been installed using mastic or another concealed fixing. Ivy has been allowed to grow up the front of the entrance porch, which may cause damage to the mortar joints and hold moisture to the walls. This may have been the cause of the loss of part of the run moulding around the porch window. There is also cracking above the front (western) window on the south elevation, which has been repaired very poorly in the past.

Comparative Analysis

Religions of many denominations have played a major role in the development of the City of Casey. The churches and other buildings associated with them are among the most numerous of the nineteenth century public buildings to survive in the municipality and can tell much about the social development of

the study area. Anglican and Presbyterian churches were supported by the landed families, while those of Irish stock supported Catholic churches. The second era of strong church development was the interwar period, during which many new churches and halls were constructed in some cases replacing the original nineteenth-century buildings.

While the earliest church in Cranbourne, and one of the earliest in the municipality, was the 1860 Scots' Church on Sladen Street, its current building dates from 1951. It was followed by St Agatha's Catholic Church on High Street in 1861, though the original timber building was replaced in 1929 by the current brick church building. St John's Church of England was the third church to be constructed in 1864, but it is now the oldest surviving church in Cranbourne and Casey more broadly.

All of the churches in the Casey Heritage Overlay, both nineteenth and early twentieth century, follow the Gothic Revival style, and more or less embellished versions. All have a steeply gable-fronted roof, often with an enclosed gabled entrance porch or narthex mirroring the principal gable, and nearly all have pointed-arched lancet windows. The more substantial churches are built of face brick, often with stone dressings (or cement-render dressings emulating stone). Even amongst these brick churches, most follow the simple Early English or English Gothic forms, with attached buttresses, large expanses of flat wall and small, single lancet windows.

Other Victorian-era churches in the Casey Heritage Overlay are:

- HO18 St John's Church of England, 27 Childers Street, Cranbourne, 1864 and 1909. A small bichrome brick (overpainted) in the English Gothic style, with a more elaborate but sympathetic 1909 vestry and chancel addition. The early part of the building is very simple in its details but has lancet windows and buttresses. It has been altered by the replacement of its 1864 entrance porch and the construction of a large addition on its north (rear) side. There is also a 1913 timber Sunday School on the site, and a former vicarage around the corner.

- HO46 St Andrew's Uniting (former Presbyterian) Church, 105 High Street, Berwick, c1879-1888. A large and austere English Gothic brick building with a very steep parapeted gable front, and label moulds to lancet windows and a quatrefoil in the gable apex. The roof is clad in slate with gabled vents along its sides. The nave is buttressed with plate-tracery windows. The church was designed by noted architectural practice Reed, Henderson and Smart, and was intended to have a tower. It is still used as a church, with a large new front porch/extension added to its front façade. It is of significance as a church, local landmark and for its architectural design.

- HO71 Former Church of Christ, 108 High Street, Berwick, c1886. A small brick church with a decorative timber truss and finial in the front gable and a gabled entrance porch below. Unusually, the narrow windows have an arched head, indicating a Romanesque influence. It is externally intact apart from overpainting of the bricks. It is no longer used as a church.

- HO105 Christ Church of England, 2-8 Palmerston Street, Berwick, c 1876-77 with additions 1888-92. A fine English Gothic brick church with a corrugated steel roof. Windows are lancet arched and the entry porch mirrors the gable of the main roof. It retains one original brick buttress, while others were added in the 1950s and 1980s. An addition has been made to the rear. The church has been superseded by a new building. It is of historical and social significance, and also of aesthetic significance as a reasonably intact example of an early brick church in the region, and as the focus of an intact complex of buildings including the Sunday School, Parish Hall and Vicarage (though ownership has been subdivided).

- HO189 Christ Church of England, 61 South Gippsland Highway, Tooradin, c1900. A very modest timber church clad in weatherboards. Windows and doors have a simplified pointed form (with straight sides instead of the standard curved lancet arch). The narthex, or entry porch, dates from c1964 and has a much

lower pitch than the building, disrupting the standard symmetry between these two elements. The church still functions. It is of historical and social significance.

Interwar-era churches in the Casey Heritage Overlay are the following:

- HO10 Narre Warren North Uniting Church, 1-13 Main Street, Narre Warren North, c1933. It replaced an 1863 Wesleyan Methodist Church on this site. This is a timber-framed building clad in weatherboards (below window level) and fibro-cement sheets above. The roof is clad in corrugated steel (recently renewed). Windows are standard rectangular double-hung sashes with no special glazing. The building has lost its original entry porch and is now indistinguishable from the standard interwar community hall. The church still functions. It is of historical and social significance.

- HO150 St Peter's Church of England, 46 Baxter-Tooradin Road, Pearcedale, c1938. This is a small weatherboard-clad church of a modest form and detail that belies its authorship by distinguished ecclesiastical architect Louis Williams. It has the typical gabled roof with gabled front porch. Windows are rectangular with upper sashes shaped to create a lancet arch. There is an unsympathetic extension to one side. The church still functions. It is of historical and social significance.

In comparison with the other interwar churches in the Casey Heritage Overlay, St Agatha's is a far more substantial and sophisticated building. In its materiality and design, it compares closely with nineteenth-century churches such as Christ Church, Berwick, as both have face brick walls, gabled entrance porches, buttresses and lancet windows with decorative glazing.

While more substantial than most early Casey churches, St Agatha's has undergone a large amount of recent change and accretion in its conversion to a restaurant. To some extent this is comparable to churches with successive extensions, like St John's, Cranbourne, and St Andrew's, Berwick. In addition, many of the changes to St Agatha's are largely reversible, and the later extensions and accretions can be removed without excessive damage (though many fixing holes will remain and elements such as doors have been lost).

Statement of Significance

What is Significant?

St Agatha's Catholic Church (former), constructed 1928-29, located at 150-156 South Gippsland Highway, Cranbourne is significant.

Features which contribute to the significance of the place include the row of eight Bhutan Cypress Trees (located at 150-156 and part of 158 South Gippsland Highway).

Features which do not contribute to the significance of the place include the non-original alterations and additions to the church, new buildings, hard landscaping, carparking and fencing.

How is it Significant?

St Agatha's Catholic Church (former) is of local historical and aesthetic to the City of Casey.

Why is it Significant?

Historically, St Agatha's Catholic Church (former), including the row of Bhutan Cypress (former boundary planting for the church site) is significant as tangible evidence of the importance of the Catholic church to Cranbourne and district in the interwar period. The district experienced a population boom in the post-war period of the 1920s, predominantly created by improvement of roads and the settlement of returned soldiers and British migrants on small farms within the area. St Agatha's was established to service the growing Catholic community as the original timber church of 1861 was no longer able to accommodate the

congregation. The row of eight Bhutan Cypress trees, which are believed to date from approximately c1913, are also of historical importance as they define the original extent of the church land, which extended to Brunt Street. (Criterion A)

St Agatha's Catholic Church (former) is of aesthetic significance for the substantial size and relative sophistication of the 1929 church's architectural design when compared to other churches of this period within the municipality. The style, which is simple Italian Gothic Revival, expresses more architectural pretensions than other similar local examples of this period, including gabled entrance porches, buttresses and lancet windows with decorative glazing. The row of Bhutan Cypress enhances the aesthetic impact of the site and the trees are bold as a design feature of the site compared to other landscaping applications for religious buildings within the municipality. The Bhutan Cypress row contributes to the setting of the church, and is an important landmark within the Cranbourne town centre. While the church building has undergone a large amount of change in its conversion to a restaurant, the changes are largely reversible. (Criterion E)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO135	St Agatha's Catholic Church (former) ~~Heavenly Pancakes (former St Agatha's Catholic Church)~~ 150-156 & 158 (part) South Gippsland Highway, Cranbourne ~~The heritage place comprises:~~ ~~The Church (excluding the 1980s addition), an eight metre curtilage to the north and south as well as to the frontage of the site and three cypress trees along the frontage of the site (including an allowance of four metres from the trunk if this area is in the property boundary).~~ **Statement of Significance:** 'St Agatha's Catholic Church (former) Statement of Significance'	Yes	No	Yes – row of 8 Bhutan Cypress	No	No	No	No

McMorran's Oak Tree

125 (part) South Gippsland Highway, Cranbourne

HO139

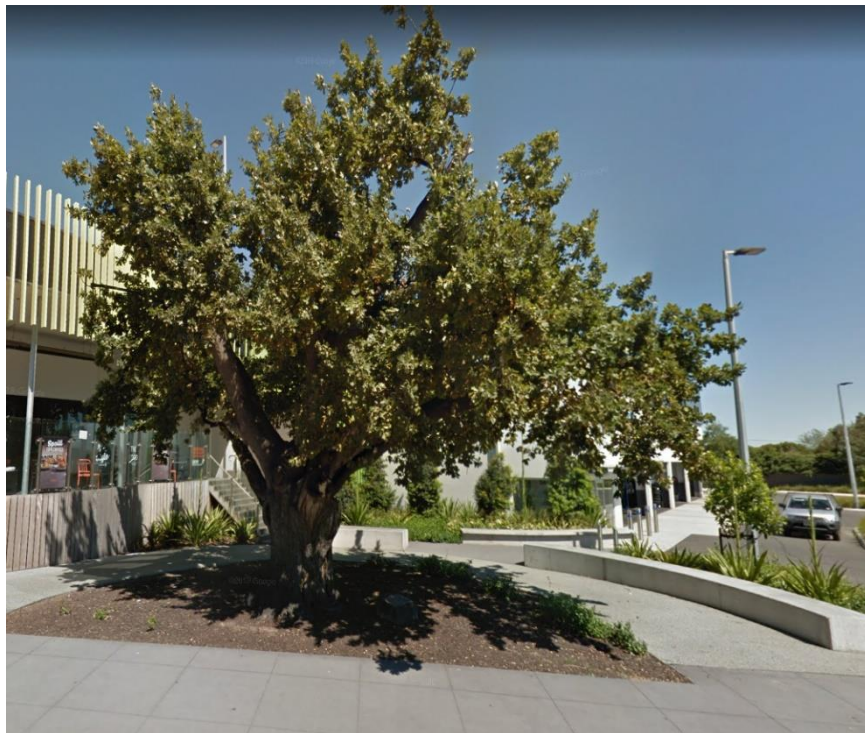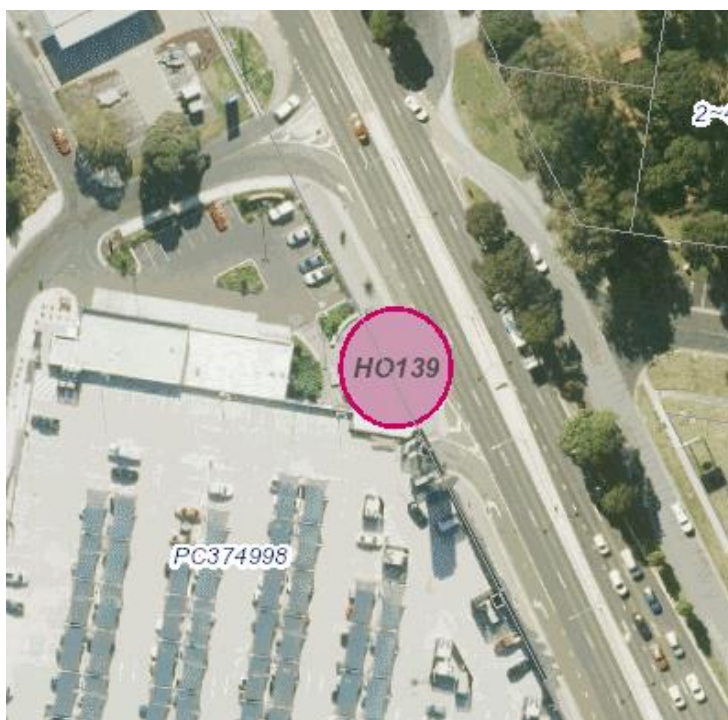*Figure 50 McMorran's Oak Tree, March 2020. (Source: Landmark Heritage 2020)*

Curtilage

Figure 51 Existing HO139 curtilage - no change proposed.

History

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850s and Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Road Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

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Site use and development

A plaque at the foot of McMorran's Oak Tree states that the tree is thought to be one of the first European trees in the Cranbourne district and was planted by Alex McMorran, a saddler, or his wife Annie, some of the first landowners in the Cranbourne township, as part of their garden (Narre Warren & District Family History Group Inc 2020).

It appears that the oak tree is located near the boundary of what was Allotment 1 and Allotment 2 of the Cranbourne township. Allotment 1 (seven acres) was sold to J Murphy and Allotment 2 (ten acres) to A Cameron in the 1857 sales of the township allotments (see Figure 52) (*Cranbourne Township Plan* 1954).
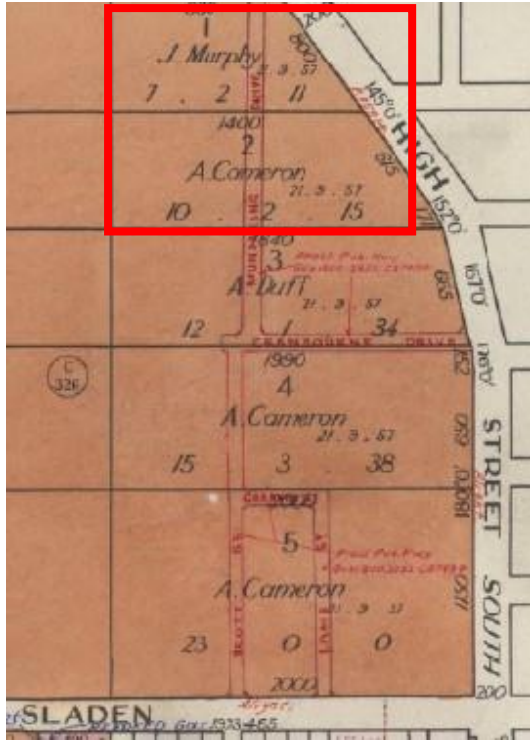
Figure 52- Showing Allotment 1 and Allotment 2 (outlined in red) in the Cranbourne township. Alexander McMorran owned Allotment 1 by 1863. (Source: Cranbourne Township Plan 1954)

By 1863, Alexander McMorran (see Figure 4) was the owner of the seven-acre Allotment 1 (Butler 1996:63; Narre Warren and District Family History Group 2018:6). In the Cranbourne Shire rate book of 1863 he is listed as the owner and occupier of 'house and land' of seven acres, indicating that a house had been built on the land by this year. By 1867 McMorran's property also included Allotments 3-6 of Section 2 of the township (Butler 1996:63). It is thought that the subject oak tree was planted around this time in the garden of the McMorrans' residence, 'The Willows', located on the seven acres in High Street (Narre Warren and District Family History Group 2018:6; *Age* 19 July 1884:5).

Figure 53 - Alexander McMorran, date unknown (Source: Ancestry 2020)

In 1870, Alex McMorran won an award for dairy produce at the Intercolonial Exhibition, and in 1879, he leased a further 78 acres of land, Portions 13 and 14 in the Parish of Cranbourne, likely for the grazing of dairy cows among other farming activities (*Age* 26 April 1870:3; *Argus* 12 July 1879:3).

In the late 1880s Cranbourne Park Estate, a residential subdivision, was developed on McMorran's Paddock (not the subject site) with lots sold from 1889 (*South Bourke and Mornington Journal* 6 November 1889:2).

At his death in 1911, Alexander McMorran was described as a farmer. His probate listed his real estate as comprising Allotment 1 of seven acres in the Parish of Cranbourne; Allotment 2 of ten acres in the Parish of Cranbourne; and Allotments 3, 4, 5 and 6 of Section 2 in the township of Cranbourne, each measuring two roods and all having northern boundaries fronting Clarendon Street. A six-room weatherboard house, valued at £250, was located on a section of the land, presumably the seven acres (PROV 1911).

It is believed the Allen family purchased the property soon after as Emily Allen owned the property at her death in 1924. In her probate, 'The Willows' was described as a seven roomed weatherboard house and sheds, 'all very old and in a dilapidated condition' located on Allotment 1 of seven acres and adjoining Allotment 2 of ten acres (PROV 1924). The Willows property was subsequently auctioned in 1925, at which time it was advertised as suitable for subdivision (*Argus* 7 March 1925:4).

Along with other land on the west side of the South Gippsland Highway, Allotments 1 and 2 were developed as part of the Cranbourne Park Shopping Centre, which opened in 1979 (*Cranbourne Township Plan* 1954). McMorran's Oak Tree, which influenced the architectural design of the 2015 extension of the shopping centre, is located at the north end of the shopping centre site (i2C 2020).

Associations

Alexander and Annie McMorran, owners and occupiers c1863-1911

Alexander McMorran was born in Ireland in 1820 and married his cousin, Annie McMoran, born in 1833, in Ballarat in 1853. By the early 1860s, the McMorrans were living and farming in Cranbourne. Alexander is thought to have been the first saddler in Cranbourne (Narre Warren & District Family History Group Inc 2020; *Ancestry* 2020).

Annie McMorran died aged 63 years on 12 March 1896 and was buried in the Cranbourne Cemetery (*Leader* 21 March 1896:36).

Alexander McMorran, described in his death notice in 1911 as 'a colonist of 58 years', died at his residence 'The Willows' aged 91 years on the 21 October 1911 and was also buried at the Cranbourne Cemetery (*Argus* 23 October 1911:9). He left his estate to Josiah Allen and Alexander McLean (PROV 2020).

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Physical Description

McMorran's Oak Tree is a substantial and over mature specimen of English Oak *Quercus robur*, located on the western side of the South Gippsland Highway (previously High Street), Cranbourne. The tree is believed to have been planted in the 1860s.

The tree has been encroached upon by the nearby multi-storey Centro shopping centre to the south, and the associated car park to the north.

The tree was once part of a substantial residential garden, set on seven acres, owned by Alexander McMorran, farmer. Now located within a highly urbanised space, the tree is surrounded by hard landscaping comprised of concrete paving. The tree is in fair condition, and exhibits signs of very severe pruning, likely to have been undertaken in the past ten years, which has reduced the canopy spread.

Statement of Significance

What is Significant?

McMorran's Oak Tree, located at 125 (part) South Gippsland Highway (opposite Brunt Avenue), is significant.

How is it Significant?

McMorran's Oak Tree is of local historical significance to the City of Casey.

Why is it Significant?

McMorran's Oak Tree is of historical significance as one of the earliest surviving Oak Trees within the municipality, dating from c1867, and as surviving evidence of the early residential history and use of Cranbourne town centre, which is now highly urbanised and developed. The tree is believed to have been part of 'The Willows', Alexander and Emily McMorran's residence and garden of seven acres, which was located on this site from 1863. McMorran was Cranbourne's first saddler, and later became a highly successful farmer, with small holdings on the outskirts of Cranbourne township. The tree is considered a local historical landmark within Cranbourne for its early date and associations with the early development of Cranbourne. (Criterion A)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO139	McMorran's Oak T~~t~~ree 125 South Gippsland Highway ~~High Street~~ (opposite Brunt Street), Cranbourne **Statement of Significance:** 'McMorran's Oak Tree Statement of Significance	No	No	Yes Oak Tree	No	No	No	No

St. John's Church of England Vicarage (former)

34 Bakewell Street, Cranbourne

HO147

Figure 1 Façade of the former St John's Church of England Vicarage at 34 Bakewell Street, February 2020. (Source: Plan Heritage 2020)

Figure 54 34 Bakewell Street Cranbourne, c2017 (prior to the installation of vinyl cladding, vinyl windows and other elements). (Source: realestate.com.au 2017)

Figure 55 Mature Peppercorn Tree at rear of property, February 2020. (Source: Plan Heritage 2020)

Curtilage

Figure 56 Existing HO147 curtilage - no change proposed

Place History

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850sand Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Roads Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the Australian Handbook described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the Australian Handbook reported that Cranbourne housed a population of 250 and was a:

railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the Discharged Soldier Settlement Act 1917 was introduced to settle returned soldiers from World War I on the land. In addition, the Empire Settlement Act introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site use and development

Early Church of England services in the district were thought to have been held in the Lyndhurst denominational school. Later, after Cranbourne had developed, they were held in teacher Frederick Parker's house where a Sunday school was also held (CONTEXT 2004a; Turner 4.8). Two of the founders of the Church of England in Cranbourne were the publican Thomas Gooch (the owner of the Mornington Hotel, later Kelly's) and his wife (one of Bishop Perry's Sunday school teachers in England) (CONTEXT 2004a). Early church services were also held at the Gooch's hotel (Turner 2001:6.6)

In 1861, Dean Dr Macartney chaired a meeting which proposed to obtain clergy and build a church. The Dean subsequently applied to the government for a church reserve in the Cranbourne township. This was granted in 1861 for Allotments 7-10 in Section 15. The trustees for the site were R B Chomley of Lyndhurst, Charles Rossitor, John Wedge, F J Parker and Thomas Gooch (CONTEXT 2004a; Turner 4.8).

In 1863, an ecclesiastical district was formed for Dandenong, which included Cranbourne and Berwick, which was visited by clergyman, the Reverend Thomas Woolcock Serjeant (Turner 2001:4.9). The Parish eventually grew to include congregations at Pearcedale (St Peter's), Tooradin (Christ Church) and Clyde (St Paul's) (Turner 2001:4.9, 4.11).

A church for St John the Evangelist Church of England was constructed on the Cranbourne church site in 1864-65 in bichrome brick in the Early English manner to the design of Nathaniel Billing. It was completed in 1909 by the addition of chancel and vestry designed by G H Pattison (VHD 'Former St John The Evangelist Church of England', National Trust). The church was served by the Rev Charles Rupp from 1865 to 1867,

and then by licensed readers-in-charge from 1868 to 1895, from which year vicars provided church services (St John the Evangelist 1966:26).

The first resident Church of England clergyman at Cranbourne in 1865, the Rev Charles Rupp, used a rented house as a parsonage. When the resident licensed reader, S Weir, was appointed to Cranbourne in 1871 it was decided to erect a parsonage in the church grounds. In October 1871, Mr Robin's tender of £232 was accepted for the construction of a two-storey timber building to plans and specifications drawn up by Nathaniel Billing. Financial difficulties, however, meant that the building was never erected (St John the Evangelist 1966:17).

In 1878, when John Gason, the then reader, married Miss Duff, the old Presbyterian school room, residence and a portion of land of the Presbyterian Church Reserve, which fronted Childers and Sladen streets, was purchased from the Presbyterian Church for use as a parsonage for the Gason couple. The school building had been used for the Presbyterian school and later Cranbourne State School No 144 but was vacated by the Education Department in 1878 because the present Cranbourne Primary School opened in that year. The former school buildings served as the Church of England Parsonage until 1889 (St John the Evangelist 1966:17).

In 1889, Robert Shekleton was appointed reader to St John's church. In order to build a new parsonage for Shekleton and his family, the existing parsonage was demolished and the land sold. The proceeds were used to erect a new parsonage in the Church of England grounds, facing Bakewell Street. On 3 August 1889, the tender of £325 of J G Rawlings was accepted to build a new weatherboard parsonage to the plans of Melbourne architect Frederick J Brearley (St John the Evangelist 1966:17; CONTEXT 2004b). A number of events were held to pay off the debt on the parsonage, including a Coronation fair in 1902 (*Australasian* 4 October 1902:5).

The vicarage underwent a number of alterations over the years before being sold c1967 into private hands when a new brick veneer vicarage was built in that year (St John the Evangelist 1966:17; *Dandenong Journal* 31 October 1967:4).

The former St Johns Church of England vicarage continues to be used as a private residence.

Associations

Frederick J Brearley

Architect Frederick Brearley designed a large number of inner Melbourne houses from the 1880s to the early 1900s. In 1906 he was described as a member of the Architects and Engineers Association, an architect, sworn valuer and Technical Instructor for North and West Melbourne, with offices in at 155 Queensberry Street, North Melbourne (Melbourne Planning Scheme 2016:12).

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Physical Description

The former Cranbourne Church of England Vicarage is located on Bakewell Street, just north of St John's Church of England on Childers Street, and used to be part of the church property. Today it retains a standard suburban-sized block with a deep east side setback.

The house is a double-fronted Victorian Italianate house with weatherboard-clad walls and a symmetrical front façade. Typical of the style, the roof has an M-hipped form and three rendered chimneys with cornices. A fourth red brick chimney at the southeast corner appears to date from the 1920s.

The front façade retains a central front door with sidelights and highlights, and a four-panelled front door with deep bolection mouldings and raised panels. The cast-iron mail slot, doorbell and key escutcheon appear to be original. The leadlight windows around the door appear to be good-quality reproductions.

The front door is flanked by two windows with ruby-glass sidelights. The main windows were double-hung timbers sashes, but in 2017 were replaced with unsatisfactory vinyl units (with a doubled central bar, diminishing the delicate appearance of the windows overall). These are in evidence today.

The 2004 citation noted that the house had 'recently been restored'. This work included the current grey Colourbond cladding of the roof. It may have also included the odd hybrid form of the front verandah, which has been doubled in depth and includes a simplified bullnose roof supported by poorly proportioned neo-Federation posts, while the enlarged floor is a concrete slab. In 2017, apart from the replacement of the front windows, the weatherboards of the entire house were concealed behind vinyl siding. These are in evidence today.

The house retains its original skillion, though it has been extended with a large flat-roofed extension to the rear.

There are no remnant garden features (hard or soft) with the exception of a large Peppercorn Tree *Shinus molle* located on the eastern boundary fence, set well back from the street. In 2017 much of the site, including the front yard, was paved with asphalt. This is in evidence today. The front fence is a woven wire reproduction 1920s fence.

Comparative Analysis

By the late nineteenth century, many of the wealthy early settlers began to build township residences in the latest or most fashionable architectural style in Berwick and Cranbourne, which had developed as an important district service centres. It was here that local doctors, school teachers, bank managers, council

officers, drapers and parliamentarians made their homes. Later, prosperous farmers retired to substantial residences, leaving their farm homesteads to younger family members or others.

The most popular style in the mid to late nineteenth century in Victoria was the Italianate. The style is so common in Victoria's cities and towns that this is the standard image people hold of the 'Victorian house'. Condensed to its key features, the Victorian house comprised a hipped roof with an M-profile (i.e. having a central valley to the rear half, which allows a low ridgeline), bracketed eaves, chimneys with a cornice at the top (a run cement-render moulding), and a timber or iron-framed verandah with cast-iron ornament to all but the grandest houses. Common extras included a faceted (canted) bay used to create an asymmetric composition (or occasionally used symmetrically), and windows that had a round or segmental arched opening, some of which were embellished with run cement-render mouldings or delicate hood moulds.

There were three general types of cladding for Italianate houses. The most modest were clad in timber weatherboards or blocked boards emulating expensive stone ashlar. Also common were those finished in cement render or face brick. Rendered houses had ruled lines on the walls to emulate ashlar, and more elaborate examples had a high level of run and cast ornament. Face brickwork was also common, usually of dark brown Hawthorn bricks with cream brick dressings (bichrome) from the late 1860s, and later in the century with red brick accents as well (polychrome).

Examples of the Italianate style in the Heritage Overlay in the City of Casey's towns are grouped below by their construction material.

Timber examples are:

- HO38 'Mary Blackwood House' 80 Brisbane Street, Berwick, c1877 with Federation-era extensions. An architect-designed house (former school) which is clad in ashlar boards on its two principal facades. The street façade is asymmetrical, with a very large semi-hexagonal projecting bay and a return verandah. Windows on the projecting bay have triangular pediments above them. The verandah is a replacement, and other changes include the lengthening of windows and the installation of new eaves brackets. The house is of historical and social significance, as well as aesthetic significance for its connection with the architectural practice of Beasley & Little.

- HO78 'Gloucester Cottage' 1/66 Gloucester Avenue, Berwick, c1880. A symmetrical house whose front façade is clad in ashlar-look boards. It retains original front windows with moulded frames and sidelights, central door with fanlight, rendered chimneys, and ornate convex verandah (which the heritage citation notes as a possible replacement, but it appears to be quite correct in its form and details).

- HO193 17 Stawell Street, Cranbourne, c1897. This was a modest double-fronted house with weatherboard cladding, central front door, double-hung sash windows, convex verandah with chamfered timber posts, and corbelled brick chimneys. In 2004 it was assessed as being of historical significance as one of a small number of surviving late nineteenth century houses in Cranbourne, built after the opening of the railway in 1888. It was also of aesthetic significance as a representative example of a simple Victorian weatherboard cottage, which had a relatively high degree of external integrity. Since that time, the house has been almost entirely rebuilt with the loss of its cladding, verandah, windows, front door and chimneys. Where these elements have been reinstated, such as the windows, door and verandah, they are in different forms to the originals.

Face brick examples are:

- HO72 Former Anglican Vicarage, 1 Church Street, Berwick, c1888. A brick house with rendered and cornices chimneys. The verandah has been replaced and large extensions built over time. It is of historic significance as part of the Christ Church complex.

- HO53 'Kilkirean' 692 Princes Highway, Berwick, c1902. A very large and late example of the Italianate style with polychrome brick walls. It has a symmetrical front facade with hipped bays and associated bay windows bracketing the front façade and a verandah that encircles the house. It is largely intact and distinguished by its excellent craftsmanship.

There are also some substantial architect-designed houses of the late nineteenth century in Berwick which combine elements of the Italianate and new Federation styles, expressed in the use of medieval-inspired projecting gables and the use of timber verandah fretwork. These include HO44 'Inveresk', 93 High Street, Berwick, 1891, and HO48 'Kingussie', 42 Langmore Lane, Berwick, c1895. These two houses are of a different class than the typical Italianate houses spread across the municipality.

There are also other examples of simple, symmetrical Italianate houses in rural areas of the municipality including:

- HO163 'Ercildoune or 'Hayton Park', 2/660 Hall Road, Cranbourne, c1888. The homestead is a double fronted Victorian Italianate weatherboard villa with a hipped corrugated iron main roof and skillion at the rear. The facade, clad with ashlar boards, has a centrally placed panelled door with etched ruby glass side lights and cobalt glass highlights. The convex verandah is supported on round timber posts and has an elaborate cast iron frieze. There is one rendered brick chimney to the front section, and smaller chimneys to the skillion sections at the rear. It is of historical significance and of aesthetic significance as a superior and well-preserved example of a Victorian Italianate villa in a rural setting.

- HO166 'Tandderwen', 369 Heatherton Road, Narre Warren, c1896. A simple symmetrical Victorian double fronted weatherboard cottage with a corrugated iron hip roof, and a separate return convex verandah supported on square section timber posts. The front door has no sidelights and the windows are double hung sash. It is of historical significance.

Prior to replacement of its front verandah, and installation of vinyl front windows, the former Church of England Parsonage in Cranbourne was very similar in form and detail to 'Gloucester Cottage' in Berwick and 'Ercildoune' in the rural part of Cranbourne. All three houses are highly representative examples of middle-class Italianate houses, with simple form but pleasing ornamental detail to the front verandah, windows and doors.

With the alterations to the verandah and windows of the former Parsonage, it is now the least intact of the three houses. In its current moderate intactness, it is questionable whether it is still of aesthetic significance as a representative example of a late Victorian cottage, considering that there are more intact versions of this common type in Casey.

Statement of Significance

What is Significant?

St John's Church of England Vicarage (former), built 1888-89, including the mature Peppercorn Tree (*Shinus molle*) at 34 Bakewell Street, Cranbourne is significant.

The non-original alterations and additions are not significant.

How is it Significant?

St. John's Church of England Vicarage (former), including the mature Peppercorn Tree, is of local historical and aesthetic significance to the City of Casey.

Why is it Significant?

Historically, the place is significant as part of the former St John's Anglican Church Complex (now subdivided from the site, and located at 27-31 Childers Street, Cranbourne). The former Vicarage, constructed in 1888-89 as residential accommodation for the incumbent minister of St John's demonstrates the growth, importance and consolidation of the Church of England (the Anglican Church from 1981) within Cranbourne in the late nineteenth century. The tree was likely to have been planted in the late nineteenth or early twentieth century, and with other trees which survive at the adjacent St John's Church, formed part of the broader landscape of the St John's Anglican Church Complex. (Criterion A)

Aesthetically, the Peppercorn Tree is of an outstanding size and demonstrates key characteristics of the species, including massive buttressed trunk, spreading horizontal form and substantial size, clearly visible from Bakewell Street. (Criterion E)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO147	St. John's ~~Cranbourne~~ Church of England Vicarage (former) 34 Bakewell Street, Cranbourne **Statement of Significance:** St. John's Church of England Vicarage (former) Statement of Significance	No	No	Yes - Peppercorn Tree	No	No	No	No

.

Graham family home

119A Clarendon Street, Cranbourne

HO157

Figure 57 Residence at 119a Clarendon Street (façade). (Source: Plan Heritage 2020).

Curtilage

Figure 58 Existing HO157 curtilage (pink shading). Applies to heritage place (119A) <u>and</u> modern dwelling at the rear of heritage place (119B Clarendon Street).

Figure 59 Revised curtilage for HO157 (blue shading) applies only to the property title where the heritage place is located (119A Clarendon Street).

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850s and Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Road Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the *Australian Handbook* described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

> *A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).*

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the *Australian Handbook* reported that Cranbourne housed a population of 250 and was a:

> *railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).*

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the *Discharged Soldier Settlement Act 1917* was introduced to settle returned soldiers from World War I on the land. In addition, the *Empire Settlement Act* introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site development and use

The subject residence at 119A Clarendon Street is located on part of Lot 26, Crown Portion 13, Parish of Cranbourne (CT:V5253 F0405).

Lots 25 and 26 were purchased by Leslie Stewart Graham, labourer of Cranbourne, on 31 March 1927 (CT:V5253 F0405).

In September 1927, the War Services Homes Commissioner took over ownership of the land (CT:V5253 F0405). The War Service Homes Commission was established under the *War Service Homes Act 1918* to enable ex-members of the armed forces who saw active service outside Australia to secure loans for the provision of homes. Government-financed houses were provided at concessional rates in recognition of the wartime sacrifices made by military personnel ('War Services Home Jubilee' 1969:5). The subject site was transferred to the Commissioners of the State Savings Bank of Victoria in 1928 (CONTEXT 2004).

Cranbourne Shire rate books show that the land was vacant in 1927 and that a house was erected in 1928-29 for then owner, Leslie Graham (CT:V5253 F0405; CONTEXT 2004). Graham was a returned soldier who had served in the 1st AIF and was a member of the Cranbourne Returned Servicemen's League (RSL) (*Dandenong Journal* 26 November 1947:7).

In cooperation with the War Services Homes Commission, in Victoria, under the *Housing and Reclamation Act 1920*, the State Savings Bank of Victoria purchased and erected houses for returned soldiers. Houses were constructed on blocks selected by the applicant or on land in housing estates purchased by the Commission. In 1927, legislation was passed to allow the State Savings Bank to take over ownership of all War Service Homes Commission houses and allotments in Victoria (Murray & White 1992:208; *Argus* 24 September 1929:10). In the decade to 1929, the Commission constructed over 20,000 homes throughout Australia, approximately 4,000 of which were built in Victoria ('War Services Home Jubilee' 1969:10, 29; *Argus* 24 September 1929:10).

One of these houses was the subject residence at 119A Clarendon Street, which was named 'Lel Mar' (*Dandenong Journal* 26 November 1947:7). It was constructed to a standard State Savings Bank design: Type No. 38 (see Figure 60). It is believed that the builders were the well-known local firm the Cockerill Bros (CONTEXT 2004).

Figure 60 State Savings Bank Type No. 38 Californian Bungalow Design. (Source: SSB 192-)

Designs of war service houses constructed in Victoria were usually drawn from the State Savings Bank pattern books, prepared under the supervision of the bank's chief architect from 1920 to 1953, G B Leith. Size, fittings and finishes reflected price, with the smallest houses having two bedrooms, and the larger ones three. More expensive models featured separate dining and breakfast rooms and other 'modern' features (O'Hanlon 2008).

By 1933, the War Service Homes Commissioner had resumed ownership of the subject property CT:V5253 F0405).

Leslie Graham died aged 56 years in 1947 (*Argus* 22 November 1947:11). His widow, Margaret (nee Greening), then became the owner of the subject residence until her death in 1963 (Context, 2004; *Dandenong Journal* 26 November 1947:7). The subject land was subdivided in 1980 and again in 1984 (CT:V5253 F0405).

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Physical Description

The house at 119A Clarendon Street, Cranbourne, is an asymmetrical interwar weatherboard Californian Bungalow. Apart from the placement of chimneys, it is identical to the State Savings Bank Design 'Type No. 38'.

It has a transverse gabled roof which extends over the front verandah at a slightly reduced pitch, giving it a broken-back profile. The verandah has expressed rafter tails and is supported on paired square section timber posts which rest on four brick piers. It extends across a front projecting gable. This front gable and the side gables of the roof are clad in timber shingles set above a row of timber modillions with a quarter-round profile. The gable ends of the main roof have expressed purlins and triangular timber brackets supporting the base of the eaves.

Walls are clad in bullnose-edge timber weatherboards. The windows are double hung sashes with multi-paned upper sections. There are two pairs of windows to the front façade, both in projecting box frames resting on curved timber corbels similar to those below the gable treatments. The front door has four paned window and sidelights, both set above a corbelled shelf and ledged lower section, all identical to the 'Type No. 38' design.

When the house was first assessed in 2004, there was possible evidence of part of the original colour scheme (Eau-de-Nil?) on the side elevation under the eaves, window surrounds and lining boards. This has since been overpainted.

Other changes to the house include removal of the three original chimneys shown on the 'Type No. 38' design, and the construction of a new chimney just behind the roof ridge; replacement in-kind of the timber shingles to the gable ends (according to the 2004 citation) and of the corrugated steel roofing sheets, overpainting of the brick verandah piers, and replacement of the verandah floor with narrow decking. A major change to the site overall has been the construction of a new rear unit and subsequent doubling of the width of the front driveway, as well as the construction of an appropriate woven wire fence to the front garden. While the new rear unit is visible behind the house, it is single-storey and set back far enough so that it does not have a major negative impact on appreciation of the Californian Bungalow.

The house at 119A Clarendon Street, Cranbourne, is in very good condition.

Comparative Analysis

There is a modest selection of interwar houses, built c1916-40, in the City of Casey Heritage Overlay. As rural homesteads of any era often differ from dwellings of the same era in towns, it is considered most appropriate to compare the Graham Family House, formerly 'Lel Mar', at 119A Clarendon Street, Cranbourne, to other interwar houses in the City of Casey's townships.

These other examples are mostly located in Berwick, the largest early township in the municipality, though there is one other in Cranbourne. Most of the houses can be considered part of three groups: Arts & Crafts and Californian Bungalows constructed in the early years up to the early 1930s; 1930s hipped -roof bungalows with a classical influence, some which can be called Mediterranean Revival in style; and late interwar period houses with a medieval influence, including English Revival style and some Spanish Mission.

The early examples of bungalows are:

- HO54 'Dhuringa' 59 Peel Street, Berwick, c1925. A timber Arts & Crafts Bungalow with a broad hip roof that flairs at verandah level, with a gable projecting over the entrance. Architectural details are simple, including groupings of sashed windows with multi-paned uppers and plain timber verandah brackets. In its massing, the house has much in common with Federation-era rural homesteads, though the detailing is recognisably interwar.

- HO184 19 Reserve Street, Berwick, c1928-29. A timber Californian Bungalow with a hipped roof that extends over the front verandah and a projecting front gabled room. It is an intact example of the State Savings Bank 'Type No. 31', which was a design reserved 'For Country Selection Only'. Like other 'country' SSB designs, the verandah is supported by square wooden posts with narrow blade-like brackets.

- HO131 'Maratala', formerly 'Farnham', 130 Sladen Street, Cranbourne, 1930-31. A timber Californian Bungalow with massive brick piers to the front porch. The multiple gables of the roof are of very low pitch, indicating a strong Japanese influence. The house is also distinguished by its fine and intact detail including decorative eaves brackets and margin-glazed windows.

The examples of classical-influenced bungalows of the 1930s are:

- HO67 70 Brisbane Street, Berwick, c1935. A substantial Indian Bungalow with a high hipped roof and central porch entry set below a projecting hip. Walls are constructed of two tones of tapestry bricks, the roof is covered in variegated terracotta tiles, and the upper sashes of windows have diamond leadlights. The house is externally intact as viewed from the street apart from the probable addition of timber fretwork to the front porch. Its very large block has been subdivided in recent years, though the house still retains a large lot and is clearly visible from the street.

- HO68 88-92 Brisbane Street, Berwick, c1935. A substantial house built as a series of hipped pavilions, the effect being enhanced by two porticos (one filled) and entry porch with steps. The walls are rendered with tapestry brick trims. A colonnade supports the rear verandah (which appears to have been the original front façade of the house). The intact portico features deco detailing and some of the window triplets contain diamond upper panes.

The examples of medieval-influence houses of the late interwar period are:

- HO115 Keys House, 21 Oakleaf Place, Narre Warren South, c1935. A face brick house with dark stained vertical timber cladding to the ends of its steeply pitched cross-gabled roof, typical of the English Revival style. Detailing is simple with multipaned casement windows.

- HO66 15 Brisbane Street, Berwick, c1939. A masonry house with rendered walls and decorative brick accents which is designed as a series of tiled gable-roofed pavilions. The gables are vergeless, as was typical of the English Revival style and sometimes Spanish Mission houses. Windows have horizontal glazing bars, typical of the Moderne style, which were used for houses of many styles at the end of the interwar period. This substantial house is noted for the fine craftsmanship of the joinery and porch floor.

Like the house at 19 Reserve Street, Berwick, the Graham Family House was built to a State Savings Bank standard design, though in this case a town/suburban type was chosen, with the paired posts on a brick pier to the verandah which are characteristic of that type.

The Graham Family House has an equally high intactness to 19 Reserve Street. While the site has undergone change, with the subdivision and construction of a rear unit, the Graham Family House is still visually dominant on the site.

While not as substantial as many of the other interwar houses in the Heritage Overlay, these two houses illustrate the range of State Savings Banks designs that shaped Victoria's towns and suburbs during the interwar period.

Statement of Significance

What is Significant?

What is significant?

The house at 119A Clarendon Street, Cranbourne, constructed 1928-29 to the State Savings Bank Type No. 38 design is significant.

The non-original alterations and additions to the house are not significant, nor is the sympathetic front fence.

How is it significant?

The house at 119A Clarendon Street, Cranbourne is of local historic and architectural significance to the City of Casey.

Why is it significant?

Historically, it is significant as a largely intact example of a standard State Savings Bank of Victoria design, which provides evidence of the important role of the State Savings Bank housing scheme in the provision of affordable housing after World War I. (Criterion A)

It is architecturally significant as a representative and largely intact example of the State Savings Bank of Victoria's Type No. 38 California Bungalow, with only some changes to the location of the original chimneys. (Criterion D)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO157	Graham family home 119A Clarendon Street, Cranbourne **Statement of Significance:** 'Graham family home Statement of Significance'	Yes	No	No	No	No	No	No

Cranbourne War Memorial

Greg Clydesdale Square, High Street, Cranbourne

HO168

Figure 61 - War Memorial at the entrance to Greg Clydesdale Square – showing the setting provided by Greg Clydesdale Square. (Source: Plan Heritage 2020)

Figure 62 View of the war memorial face from Greg Clydesdale Square. (Source: Plan Heritage 2020)

Figure 63 View of Memorial front Sladen Street. (Source: Plan Heritage 2020)

Curtilage

No change proposed to curtilage

Figure 64 Existing HO168 curtilage - no change proposed.

History

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850sand Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Roads Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

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> *A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall (Victorian Places 2015).*

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the *Australian Handbook* reported that Cranbourne housed a population of 250 and was a

> *railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in Victorian Places 2015).*

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

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This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site use and development

Discussions took place from at least 1920 as to the most fitting memorial to honour those residents from the Cranbourne area who had served in World War I. Some residents favoured the construction of a Soldiers Memorial Hall, however opposition stated that such a hall would compete with the Cranbourne Town Hall (Arnold 2020).

In 1929, a public meeting voted to erect a memorial in the form of an obelisk in front of the Cranbourne Shire Hall. Funds already collected, amounting to £160, were to be supplemented by funds of £50 from council (*Argus* 25 May 1929:28 cited in Arnold 2020).

In 1937, the trustees of the Cranbourne War Memorial Fund agreed to adopt a model for the war monument prepared by the shire engineer, which was to cost about £250. A meeting of ratepayers was subsequently planned to discuss the erection of the memorial (*Argus* 12 November 1937:12).

The Cranbourne War Memorial committee decided in 1938 to recommend to the trustees the erection of the war memorial to an obelisk design in front of the Cranbourne Shire hall and offices, the cost of which was not to exceed £255. Tile lettering on the stone was to read 'Erected to the memory of the citizens of the Shire of Cranbourne who fought in the Great World War' (*Argus* 29 June 1938:6).

The war memorial, with the inscription 'Erected to the memory of the citizens of the Shire of Cranbourne who fought in the Great World War, 1914-1918', was erected in front of the post office on the South Gippsland Highway in 1939 (*Argus* 10 June 1939:4, cited in Arnold 2020). The memorial was erected by G A Edward and Son of Armadale and featured a panel designed and carved by artist Christine de Grouchy in Sydney freestone (*Dandenong Journal* 6 June 1951:13; *Telegraph* 5 August 1939:13).

The Cranbourne War Memorial was officially unveiled on 27 August 1939, ironically only about one week before the announcement by Prime Minister Robert Menzies on 3 September 1939 that Australia was once more at war (see Figure 65) (Arnold 2020).

Figure 65 Opening of the Cranbourne War Memorial on 27 August 1939. (Source: cited in Arnold 2020).

The Cranbourne War Memorial was destroyed by a truck travelling along the highway in 1948, and in 1949 it was decided to rebuild the memorial in a safer place on the lawns of the Shire Hall in Frankston Road (*Dandenong Journal* 10 March 1948:1 and 16 November 1949:9).

A few years passed, however, before any action was taken. Council's idea, it was stated, was not to alter the old wording, but merely to add "and 1939-45" (*Dandenong Journal* 11 July 1951:10).

In 1951 it was reported that

> *The shire's architects, Messrs. A. C. Leith and Bartlett submitted a price of £658/11/- from G. A. Edward and Son, of Armadale for the restoration of the memorial… The shaft of the new memorial is to be cut from light Hawkesbury sandstone to match the original design including the panel carved in bas relief. Bronze lettering is to be fixed in position. The proposed wording is: "Erected to the memory of the Citizens of the Shire of Cranbourne who fought in World Wars 1914-18 and 1939-45." The architects recommended the acceptance of the quotation, pointing out that Edward and Son were the contractors who erected the original memorial, and it would be difficult to obtain a better price… Engineer H. Cockcroft estimated that the total cost, including the lettering, and clearing up of the old site, etc., would be £720 (Dandenong Journal 6 June 1951:13).*

The new Cranbourne War Memorial was unveiled on 9 November 1952 (*Dandenong Journal* 5 Nov 1952:2). By the form of the memorial seen in a 1988 photograph (see Figure 66) and the extant memorial today, it

appears to have incorporated the original 1939 Sydney freestone art deco panel carved in bas-relief by Christine de Gruchy.

Figure 66 Showing the war memorial in 1988 after it was relocated to the Cranbourne Shire Hall in 1952. (Source: cited in Arnold 2020).

 The Korean War and Vietnam War were also commemorated in later years, with the words on the memorial changed to read 'Erected to the memory of the citizens of the Shire of Cranbourne who fought in World Wars 1914-1918 1939-45. Also in Korea and Vietnam'.

The war memorial was relocated again to its current location in Greg Clydesdale Square in 1991 (Arnold 2020).

References

Argus, as cited.

Arnold, Heather 2020, *Casey-Cardinia – links to our past* blog, Casey Cardinia Libraries, http://caseycardinialinkstoourpast.blogspot.com, accessed 15 March 2020.

City of Casey 2020, 'Casey's History', https://www.casey.vic.gov.au, accessed 27 March 2020.

Context 2004, 'City of Casey Thematic Environmental History', Prepared for the City of Casey.

Dandenong Journal, as cited.

Telegraph, as cited.

Physical Description

The Cranbourne War Memorial currently stands on the east side of the Greg Clydesdale Square, near the edge of the footpath along South Gippsland Highway. The Memorial is set on a low hexagonal bluestone-paved platform reached from the footpath by three steps. A group of flagstaffs stand behind it on the lawn. The mature trees and grass lawns provide an appropriate and contextual setting to the war memorial.

The Memorial is a simplified cenotaph constructed of four large sections of sandstone on a minimal plinth. It appears that the sandstone is not solid in construction but comprised of vertical slabs around a core (possibly of concrete or rubble fill). Large flat slabs cover the sides of the cenotaph, while the front and rear faces have slightly recessed slabs with a filet edge around a recessed panel that extends the height of the cenotaph.

The topmost section has a raking top and, on the front, contains a bas-relief image of an angel flanked by rows of helmeted men standing shoulder to shoulder wielding long rod-like objects. It appears that this is the only element of the cenotaph to survive from 1939. The top of the rear face has a slightly projecting slab with the engraved images of three servicemen and one servicewoman, which appears to be later in date than the angel bas-relief. There is raised bronze lettering on the lower blocks of the front and rear of the cenotaph reading: 'Erected to the memory of the citizens of the Shire of Cranbourne who fought in World Wars 1914-1918 / 1939-45. And in Korea & Vietnam / Malaya / Timor / Iraq / Afghanistan'.

The top step and sawn bluestone paving of the platform are recent in date, though the two lower steps are older. A power point has been added to the base of the cenotaph at its rear. Apparently due to theft on the back face of the cenotaph, some of the cast-bronze lettering and numbering has been replaced with poorly matching new elements that appear to be glued onto the stone (while original letters and numbers would have had concealed mechanical fixing).

The cenotaph is in a fairly good condition, though there are many chips to the edge of the sandstone slabs and some loss of pointing to the rear face.

Comparative Analysis

The two world wars and other conflicts have been commemorated in various ways, most commonly by the erection of a memorial. Most of the World War I memorials erected in small towns in Victoria were simple obelisks, constructed of granite, usually mounted on a stepped base with names and dedications in raised lead lettering or inscribed into the granite. This common type is seen at the Narre Warren North War Memorial, a slender granite obelisk erected in 1919, with later inscriptions to subsequent wars. It is intended to be part of HO27 with the adjacent Avenue of Honour but has been left out of the HO mapping.

A more unusual war memorial is the Narre Warren Memorial Gates (HO173), erected in 1922. They comprised heavy granite gate posts with a freestanding rock-faced granite arch above. In 1949 additions were made to honour those who served in World War Two, and then the memorial was relocated in 1983 and in 2003. Since 1922, the memorial has lost its distinctive stone arch, which has been replaced by orb finials atop the main gate posts. In the move in 2003 the memorial also lost its rendered wingwalls with metal inserts, so it now comprises four separate granite posts, and is markedly different in appearance from the original. The granite posts do retain raised bronze lettering commemorating local soldiers, so it still fulfils its basic function as a war memorial, despite losing most of its aesthetic significance.

There is also a Peace Memorial in Endeavour Park, comprising a red granite pillar dedicated to all those who have served in times of conflict. Its construction date is unknown, although there is a 1919 Peace Memorial in Geelong's Johnstone Park. Another war memorial, which is not in the Casey Heritage Overlay,

is the Berwick War Memorial, which stands on the central road reserve of Princes Highway, at the intersection with Lyall and Clyde roads. It is a grey granite pillar with a rock face and orb finial, erected to commemorate those who served in World War I, with a later bronze plaque for World War Two.

The Cranbourne War Memorial was the last of the World War I memorials to be erected, as it coincided with the start of the next war. Reflecting this later date, its form is influenced by late 1930s streamlined Moderne and Stripped Classicism, which differentiates it from the more traditional Berwick War Memorial cenotaph and the Narre Warren North War Memorial obelisk. The Cranbourne War Memorial is further distinguished from the other examples by the inclusion of the bas-relief panel which is very stylish and in keeping with 1930s art.

While it has been rebuilt, the Cranbourne War Memorial is believed to retain its original appearance, unlike the very altered Narre Warren Memorial Gates. This has been diminished slightly by the poor-quality replacement lettering used for recent repairs.

Statement of Significance

What is Significant?

The Cranbourne War Memorial, located at the Greg Clydesdale Square, High Street, Cranbourne is significant.

How is it Significant?

The Cranbourne War Memorial is of local historic and social significance to the City of Casey.

Why is it Significant?

The Cranbourne War Memorial is of historical significance as it demonstrates those from the Cranbourne community who have served (and in some cases fallen) serving Australia in times of war, from World War I through to more recent conflicts. (Criterion A)

The Cranbourne War Memorial is of social significance as a continuing memorial to those who have served in the field of war from 1914 to the present day. The continuing use and attachment to the memorial is demonstrated in its continued use as the central point for commemorative community services. The ongoing attachment of the community is further demonstrated by the relocation and conservation of the memorial across three different sites before its current site in Greg Clydesdale Square. (Criterion G)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO168	Cranbourne War Memorial Greg Clydesdale Square, 125 South Gippsland Highway ~~High Street~~, Cranbourne **Statement of Significance:** Cranbourne War Memorial Statement of Significance	No	No	No	No	No	No	No

Motor Club Hotel

38-56 South Gippsland Highway, Cranbourne

HO169

Figure 67 Motor Club Hotel (west elevation), February 2020

Curtilage

Figure 68 Existing HO169 curtilage - no change proposed

History

Locality history

Development c1835–1880s

For many thousands of years before European settlement, the Casey district formed part of the territory of the Kulin Nation. (City of Casey 2020).

The area previously known as Nerre Nerre Warren was the site for the Aboriginal Protectorate Station. It was established on the site of the 1837 Native Police Corps headquarters. This site is now the Police Paddocks in Endeavour Hills (City of Casey 2020).

The first squatters took up land in the area from the late 1830s for the grazing of mainly sheep. After a series of land sales from the 1850sand Land Acts introduced in the 1860s, pastoral runs were subdivided, with pre-emptive rights (640 acres around a squatting homestead) retained by pastoralists.

As the subdivided land was taken up for farming in the 1860s and 1870s, the population of the area increased and local government authorities were established, beginning with the Cranbourne District Roads Board and the Berwick District Roads Board in the early 1860s, followed by municipal councils in the late 1860s. The Cranbourne District Roads Board became the Cranbourne Shire in 1868. By the early twentieth century, most of the land in what was to become the City of Casey had been taken up for farming. In addition, horse breeding was established in the area (Arnold 2020).

Economic activity was stimulated by the construction of railway lines from the 1870s, including the opening of the Main Gippsland railway in 1878 and the Great Southern Line, built in 1888-92, with stations at Narre Warren, Berwick, Clyde, Tooradin and Cranbourne (Context 2004:32). These lines provided an outlet to markets for dairying, fruit growing, market gardens and nurseries, and timber felling and sawmilling. Tourism also increased because of the availability of rail travel (Arnold 2020).

The prosperity brought about by growth in the 1870s and the following 1880s economic boom led to the construction of fine residential, civic and commercial buildings in the larger townships of Berwick and Cranbourne.

The Cranbourne township was surveyed in 1856, where a small community already existed on the Mayune squatting run, then leased by Alexander Cameron (*Victorian Places* 2015). Town lots in Cranbourne were sold in 1857, but the town was not gazetted until 1861. In 1860, the population of the Cranbourne township was 857. Soon after gazettal in 1861, a school, churches, a hotel and postal service were established. A racecourse was cleared by 1864 (Arnold 2020). Cranbourne was briefly famous in 1860 when several meteorites were discovered in the area. The largest was sent to the British Museum where it is still exhibited in the meteorite collection (*Victorian Places* 2015).

Cranbourne flourished during the 1860s and 1870s when it developed as an important market town, that, by 1882, had reputedly surpassed its rival, Dandenong, in the sale of cattle, sheep and lambs. A shopping strip developed along High Street that remained the main shopping district in Cranbourne until the 1970s. A major sign of progress was the opening of the new Shire offices and post office complex in 1875 (Context 2004:54-55, 62).

The arrival of the railway in 1887 to Cranbourne provided a stimulus to development and a number of new houses and businesses were established by the end of that decade. In 1887 the *Australian Handbook* described Cranbourne as 'a small village, with telegraph, post, money-order and savings bank office' with a population of 130 and a net annual value (NAV) of rateable property of £20,953. It continued:

> *A coach runs three times a week to Dandenong…there are two hotels, Cranbourne and Mornington, two state schools, agencies of the Commonwealth and Colonial Banks, three churches, public library, a shire hall and a temperance hall* (*Victorian Places* 2015).

Development 1890s-1930s

Development in the area slowed with the widespread economic depression of the 1890s, however Cranbourne remained a leading provincial market town into the early twentieth century. In 1903 the *Australian Handbook* reported that Cranbourne housed a population of 250 and was a:

> railway station on the Dandenong to Port Albert line…[with] a State School, Anglican, Presbyterian and Roman Catholic churches, Rechabite tent, a shire hall, a temperance hall…and branches of Commercial and Colonial Banks (cited in *Victorian Places* 2015).

The town of Dandenong developed rapidly during the early years of the twentieth century outstripping Cranbourne as a market town and sealing its pre-eminence by rapid industrial development during the 1940s (Context 2004:55). As a consequence, Cranbourne's population in 1921 remained at its 1903 number of 250 (*Victorian Places* 2015).

In 1917 the *Discharged Soldier Settlement Act 1917* was introduced to settle returned soldiers from World War I on the land. In addition, the *Empire Settlement Act* introduced in 1922 was based on an exchange whereby Britain, where unemployment in 1921-22 measured 14 per cent, would supply people, and Australia the land. A number of large farming estates in the area were subsequently subdivided into smaller holdings to settle soldiers and British migrants on farms. Soldier and migrant settlement took place at Tooradin, Narre Warren, and Narre Warren North, Hallam, and in the 'swamp districts' within the former Cranbourne Shire (Context 2004:16; Arnold 2020).

This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site use and development

The Motor Club Hotel at 38-56 High Street, Cranbourne, is located on Allotment 2, Section 16 of the Cranbourne Township, a two-rood allotment sold to F Thompson in 1857 (*Cranbourne Township Plan* 1954).

Cranbourne's first hotel was the Mornington Hotel built on this site by 1860 for Thomas and Elizabeth Gooch (see Figure 69). The Cranbourne District Roads Board met in this building after it formed in 1860 (Arnold 2020). The Goochs were evangelicals and Thomas Gooch held some of the earliest meetings of the Cranbourne Church of England in the hotel (Turner 2001:6.6).

Figure 69 The Mornington Hotel built in the 1860s. (Source: Gunson 1983:174-75, cited in Arnold 2020)

An application to change the name of the Mornington Hotel to the Motor Club Hotel was granted at a Licensing Court hearing held on 14 December 1911 (*South Bourke and Mornington Journal* 21 December 1911:4). As described by Susan Priestley in her book *The Crown of the road: the story of the RACV*, the name may have been related to a group of a 'dozen of Melbourne's more prominent wheelmen…owners of the new motorised cycles' who planned the establishment of a motoring club on a trip to nearby Tooradin in 1903, later to become the Royal Automobile Club of Victoria (RACV) (cited in Arnold 2020). The name change may have also reflected the fact that Cranbourne was a popular destination for early motor car excursions (Arnold 2020).

Another explanation for the name change appears on the Motor Club Hotel's web site:

> *Last century you had to be considered a "bona fide traveller" to get a beer on a Sunday. As you had to travel a certain distance from Melbourne to qualify, motor vehicle owners came from far and wide to meet at Kelly's. Once here, for entertainment, they made a local driving circuit starting and finishing at the pub* (Kelly's Hotel 2020).

In 1912, J Taylor purchased the freehold of the Motor Club Hotel, which in that year boasted a large billiard room and the 'best stabling in the district' (*South Bourke and Mornington Journal* 18 January 1912:1, cited in Arnold 2020). Julia O'Brien took over the hotel license in 1913, and Gertrude Kilroy became the licensee in 1914 after which the premises became known as Kilroy's Motor Club Hotel (*Age* 7 March 1914:19).

Following on from the Cranbourne District Roads Board's use of the hotel for meeting, the hotel continued to be used for Cranbourne Shire council business with plans and specifications for council tenders, such as road works, available for viewing at the premises through to the first decades of the twentieth century (*South Bourke and Mornington Journal* 23 January 1913:2). Cranbourne football club meetings were also held at the hotel (*South Bourke and Mornington Journal* 10 April 1913:5).

In 1917, Arthur J Kelly purchased the hotel, and in June 1919, his wife, Elizabeth Kelly, took over the license from Taylor. In the same year it was reported that Mrs Kelly was undertaking renovations and that features of the hotel included not only first class stabling but also a motor garage (*South Bourke and Mornington Journal*, 19 June 1919:1-2). The Kelly family also took over the Cranbourne Hotel (since demolished) in 1917, which they also refurbished (Turner 2001:6.7).

Under the continuing ownership of the Kelly family, specifically Arthur J Kelly who took over the Motor Club Hotel license from John Blencowe in 1922 (*Age* 27 April 1922:6), a new hotel was built on the site in 1925 (see Figure 70). In September 1925, the *Herald* reported that:

> *Cranbourne's new hotel, built for Mr A Kelly, provides a greatly needed addition to the township's accommodation for visitors. The hotel is a substantial two-storeyed structure, with large sleeping out balcony at front and back. There are 19 airy bedrooms, a dining room…two bathrooms upstairs and one downstairs, a large lounge room upstairs, which can be used for dancing and opens on the front balcony, four sitting rooms, two lavatories upstairs, and a well-furnished bar. The premises are well lighted throughout by a self-contained electric light plant (*Herald *30 September 1925:14).*

It is not known who designed the building.

Soon after the hotel's opening, the Cranbourne Shire president, D S McCulloch, entertained Australia's Prime Minister Stanley Bruce at a dinner at the Motor Club Hotel (Age 14 November 1925:17).

Figure 70 The Motor Club Hotel in the 1920s or 1930s. (Source: cited in Arnold 2020)

Tom Kelly, son of former licensees Arthur Kelly and his wife, took over management of the Motor Club Hotel in 1945 (*Dandenong Journal* 12 December 1945:5). A view of the hotel in the 1960s can be seen in Figure 71.

In 1979, the hotel licence, then held by Betty May Kelly and New Bon Pty Ltd was transferred solely to New Bon Pty Ltd, of which Arthur John Kelly was nominee (*Age* 10 August 1979:18). The Kelly family continue to own and operate the hotel today.

The Motor Club Hotel has played an important role in the Cranbourne community, providing not only a meeting place for various local community and sporting groups, but also long-term accommodation for local workers such as bank clerks and schoolteachers during the 1930s and 1940s (Turner 2001: 6.7). It also served as a popular venue for touring bicycle groups from the 1920s though to the 1950s (*Age* 17 August 1925:7 and 19 September 1953:12). In addition, property auctions were conducted by Cranbourne Real Estate in the building through the 1950s (*Age* 24 November 1956:34). The hotel is also closely connected to Cranbourne's horse racing history, with Kelly's Motor Club Hotel sponsoring races at Cranbourne Racecourse from the mid-1980s through to the 2000s (*Age* 17 May 1985:29 and 17 June 2000:52). In addition, in mid-October each year a 9,000-plus crowd gathers outside and under the Motor Club Hotel's verandahs for the wave-off of riders headed for the Motorcycle Grand Prix held at Phillip Island (Smith 2014).

Figure 71 The Motor Club Hotel in the 1960s (Source: cited in Arnold 2020).

Associations

Kelly family, owner 1925 to present day

Arthur John Kelly was born in 1886. He married Elizabeth May Galvin in 1914 and together they had five children, including Thomas Arthur in 1917; Charlotte Mary in 1919; and Marjorie Ethel in 1925. Arthur died in 1946 in Victoria at the age of 60 (*Ancestry* 2020).

Arthur Kelly purchased the Motor Club Hotel in 1917. The Kelly family also became proprietors of the Cranbourne Hotel (established c1860 and since demolished) in the same year (Gunson 1983:217).

After serving with the 37th squadron of the RAAF, Flight Lieutenant Thomas Kelly, together with his wife Betty (nee Rooke), took over management of the Motor Club Hotel in 1945, continuing in this role for 30 years. When Tom Kelly died in 1974, his wife Betty and their children Arthur, and Arthur's wife Carol, and Margaret and her husband Alan, continued to run the hotel (Kelly's Hotel 2020).

The fourth generation of the Kelly family owns the Motor Club Hotel today.

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Physical Description

Kelly's Motor Club Hotel stands on the south-eastern corner of South Gippsland Highway and Childers Street. It is built to the property boundaries on the street frontages, with a main two-storey section facing South Gippsland Highway and a small single-storey wing to the rear on Childers Street.

The building is constructed of red brick with broad bands of render between the ground and first floor and to the isolated parapet elements at the centre and ends of the principal façade. The façade is broken into bays of varied size by expressed brick piers running from the group to the parapets. The end parapets are flat with piers extending above it, in a form frequently seen on 1920s shops which is a continuation of the Edwardian Freestyle. The tops of the piers have a rendered copping on top and a flat render panel on their face. The central parapet is more complex with double ox-bow arched parapets with a broad round-arched opening to the balcony below. On the lower of the arched parapets is raised lettering reading "Kelly's", and on the rendered band below the first floor is "Motor Club Hotel". This lettering is original, and is just visible on 1927 photos displayed inside the hotel.

The main building has a hipped roof and retains multiple tall brick chimneys with the same rendered copping as the piers, as well as double-hung sash windows to the first-floor of the southern half of the building. The northern half has balconies to the first floor, which remain.

To the rear, on the Childers Street side, is a single-storey gabled-roof wing which is visible in the 1920s photos. Until at least 1970 it had face brick walls, a central doorway and pairs of windows flanking it. Since that time, all windows have been bricked in, but a doorway remains.

Alterations to the main section of the hotel include the overpainting of areas of face brickwork and the chimneys since 1970, diminishing the contrast in materials intended by the designer. While the 2004 citation states that the hotel had a tiled roof at that time, it currently has a red Colorbond roof, and a 1970 photo displayed within the hotel shows a corrugated galvanized steel roof at that time. Photos from the 1920s, however, show a roof with a colour suggestive of terracotta tiles.

Windows along the principal façade, visible in the 1920s and 1970 photos, have been lengthened to accommodate modern bi-fold doors. The originally recessed ground floor in the two northern bays have

been infilled. While the hotel did not original have a verandah, one was added post-1970 in a potentially confusing neo-Victorian form. The original subway tiles (2x4 inch format) to the hotel stallboard have been replaced with square black tiles. Finally, there have been many extensions to the building, including a single-storey northern section mimicking the original hotel. There is also a very large rear extension with a flat roof, which is largely hidden from the street frontages.

Comparative Analysis

Although there were numerous early hotels and inns throughout the municipality, most were associated with the earliest period of development and are no longer extant.

There are currently only three hotels in the Casey Heritage Overlay, including the subject site, and research preparing the typological history of hotels in the municipality did not turn up any more notable hotels of potential heritage significance.

Apart from Kelly's Motor Club Hotel, the other two examples are:

- HO30 Berwick In (former Border Inn) 1-9 High Street, Berwick, of c1857, c1877 & c1887. The single-storey corner section of this hotel of c1857 is one of the oldest buildings in the City of Casey. It was extended later in the century with two two-storey sections of c1877 and c1887, both of which retain cantilevered balconies. The three sections of the building are still clearly legible. Each has rendered brick walls and slate-clad hipped roofs. The original section is distinguished by the low parapet partially concealing the roof. While some original doors have been replaced with windows, and a modern addition has been made to the east side, the hotel is still quite intact. It is a local landmark and of historical, social and architectural significance.

- HO109 Hallam's Road Hotel (Hallam Hotel) 241-245 Princes Highway, Hallam, of 1856 and 1920s. While a building was constructed here in 1856, and first licensed as a pub in 1872, there are reports that it was fully or partially rebuilt in the 1920s. It currently has reproduction details to its return verandah that further confuse legibility of its origins. It is a two-storey rendered brick building with a splayed corner and a hipped roof which extends over the two-storey verandah and has exposed rafter tails. Windows are fixed to the bar and double-hung sashes elsewhere. Apart from the verandah detail (most of which is recent in date), it is a very plain building. A single-storey extension has bee made to its sides, which is legible as a later intervention. The hotel is of historical and social significance, and also of aesthetic significance as a local landmark.

In comparison to these two hotels, Kelly's Motor Club Hotel is similar in its history and age to Hallam's Road Hotel – a very early hotel that was replaced in the 1920s. As noted in the thematic history, the rebuilding or extensive remodelling of hotels was commonly seen in the 1920s and '30s in response to stricter licensing conditions. In addition, hotels in far-flung towns such as Cranbourne began to receive more custom from day trippers in the interwar era as car ownership spread, and this may have inspired enlargements as reflected in the hotel's name.

Stylistically, however, Kelly's Motor Club Hotel is far more architecturally sophisticated than Hallam's Road Hotel which is much more vernacular in appearance as was common for rural hotels. It displays elements of Edwardian Freestyle, which was still popular for commercial buildings in the 1920s, with a varied use of parapets and exposed eaves, contrasting materials (render and face brick) and ox-bow arches to the central parapet. It is a building that was up-to-date for its time.

In regard to its intactness, the origins of Kelly's Motor Club Hotel are more legible that Hallam's Road Hotel, though a neo-Victorian verandah has been added to its ground floor (but could and should be removed). Both have single-storey additions.

While this is hotel does not compare in its antiquity to the Berwick Inn, it is the most accomplished architecturally amongst early hotels in Casey.

Statement of Significance

What is Significant?

The Motor Club Hotel at 38-56 High Street, Cranbourne, constructed c.1925, is significant.

The non-original alterations and additions, including the verandah and later additions are not significant.

How is it Significant?

The Motor Club Hotel is of local historic and aesthetic significance to the City of Casey.

Why is it Significant?

The Motor Club Hotel is of historical significance for its association with the development and consolidation of Cranbourne in the Interwar period, as demonstrated by the construction of the current substantial hotel building, replacing the previous modest single storey nineteenth century premises. The hotel is of further historical interest for the early association with the automobile industry, evident in the place name, and is believed to be associated with the earliest consideration of a motoring club, which later became the Royal Automobile Club of Victoria. It is of further historical significance as the site of a hotel from 1860, and for the role it has played in the Cranbourne community, providing a home for the municipal meetings, various local community and sporting groups and also long-term accommodation for local workers such as bank clerks and schoolteachers during the 1930s and 1940s. (Criterion A)

The Motor Club Hotel is of associative significance for it close and enduring connection to the Kelly Family, who have owned the hotel site since 1925, constructed the current hotel c.1925, and held a continuous licence over four generations. (Criterion H)

The hotel is of aesthetic significance as one of the more architecturally sophisticated early hotels within the municipality. A building of its time, it demonstrates elements of Edwardian Freestyle, which was still popular for commercial buildings in the 1920s, with a varied use of parapets and exposed eaves, contrasting materials (render and face brick) and ox-bow arches to the central parapet. (Criterion E)

Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO169	Motor Club Hotel 38-56 South Gippsland Highway High Street, Cranbourne **Statement of Significance:** Motor Club Hotel Statement of Significance	No	No	No	No	No	No	No

World War Two Memorial planting and plaque

Road Reserve (west side) South Gippsland Highway, Cranbourne

HO Number HO208

Figure 72 Planting of 5 Turkey Oaks at southern end of the memorial planting, South Gippsland Highway Cranbourne. (Source: Plan Heritage 2020)

Figure 73 Plaque commemorating the memorial planting. (Source: Plan Heritage, 2020)

Existing Curtilage

Current curtilage for
HO208 –(incorrectly

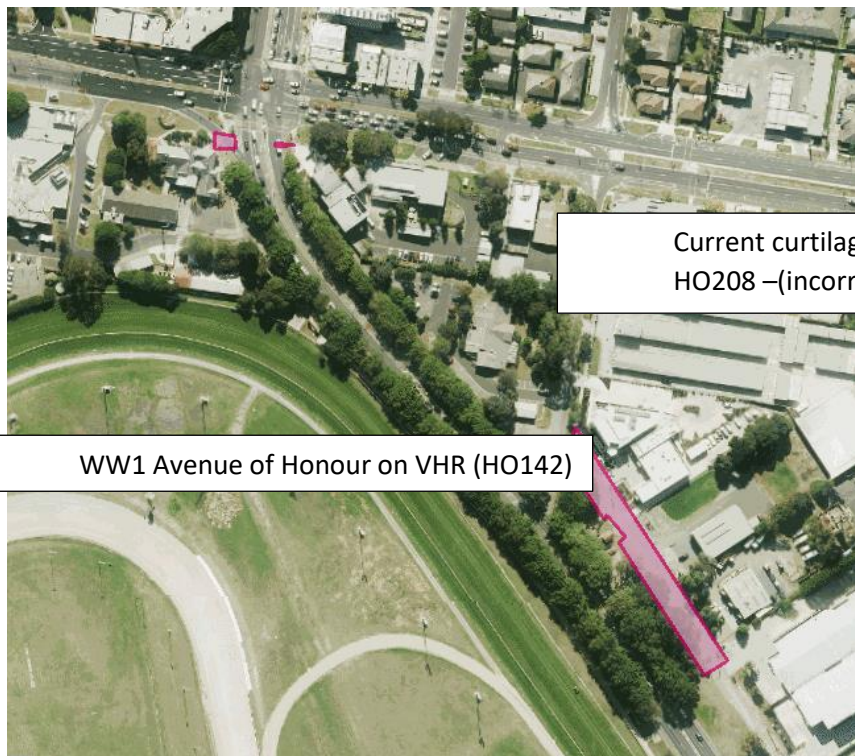WW1 Avenue of Honour on VHR (HO142)

Figure 74 Existing curtilage of HO208 Avenue of Honour (local significance). This curtilage was applied in 2015 to recognise the locally significant aspects of the Avenue of Honour. The curtilage has been applied incorrectly to areas which do not have any significant fabric. All of the existing curtilage of HO208 should be removed.

Figure 75 Map showing the existing curtilage for the State Significant World War I Avenue (HO142) and the incorrectly applied curtilage for the World War Two Avenue of Honour (HO208).
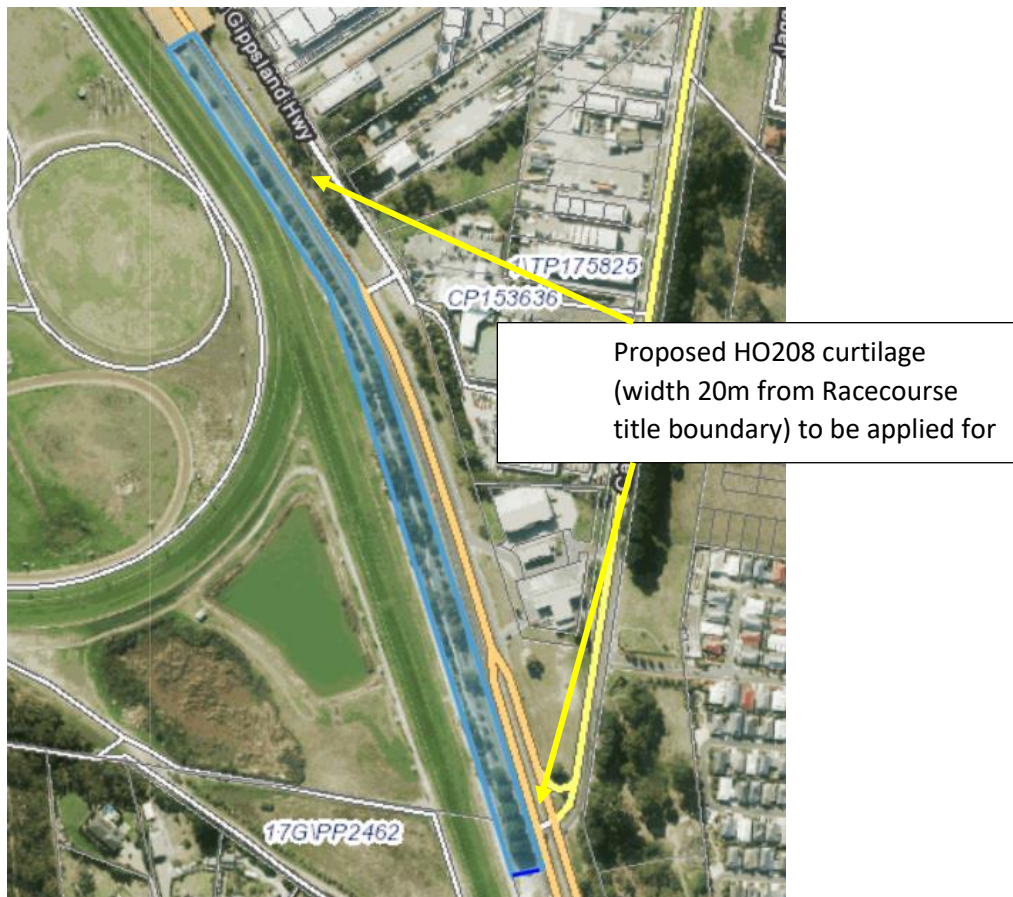
Figure 76 Proposed new curtilage for HO208. Curtilage width approximately 20m from the title boundary of the racecourse to the west.
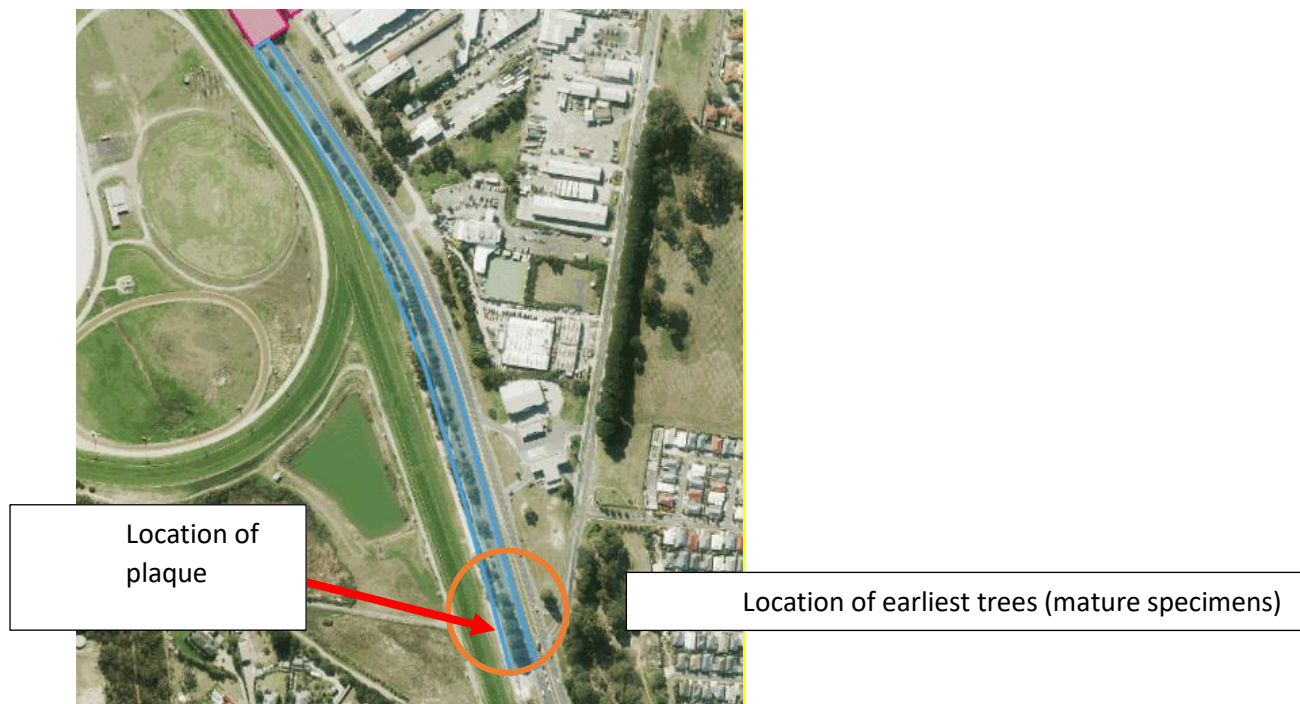

Figure 77 Location of early trees and plaque within the proposed curtilage area.

Locality history

Development c1835–1880s

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This settlement, although not in the immediate vicinity of Cranbourne, accompanied by the post-war boom of the 1920s and the improvement of roads under the auspice of the Country Roads Board (CRB) established in 1924, resulted in further development of the township, which slowed with the economic depression of the 1930s.

Site use and development

Avenues of Honour, lines of trees planted along streets with each tree commemorating a person from the local community who had served, are a uniquely Australian phenomenon. Australians, and in particular Victorians, embraced the idea of planting them more enthusiastically than any other country in the world. During and after World War I, Avenues of Honour became a popular form of commemoration. The avenues represented a new egalitarian approach to the commemoration of soldiers where rank was not a consideration (VWHI).

By the time of World War Two Avenues of Honour had declined in popularity as a means of commemoration. Today it is estimated that over 300 Avenues of Honour have been planted in Victoria to commemorate service personnel since 1901 (VWHI).

World War I plantings

In June 1918, the secretary of the Cranbourne Patriotic Association wrote to the Cranbourne Shire council with regard to the possible planting of an honour avenue of trees in Cranbourne. Members of the association were prepared to raise funds for the purpose and it was suggested that the council would not be required to provide any financial assistance. The Association proposed the planting of trees to honour local volunteers from the Cranbourne district who had served in World War I. The added benefit of beautifying the main thoroughfare of the town was also noted (City of Casey 2001:11).

The council at the time deferred the matter as it was felt that similar avenues would then need to be planted at other centres in the Shire, requiring unnecessary expense. Despite this, preparations for the planting of an honour avenue at Cranbourne were well in hand by July 1919 (City of Casey 2001:11).

The Cranbourne Avenue of Honour consisted of trees 67 Oak trees, including a variety of species, including Portuguese oaks *Quercus lusitanica*. The trees represented 59 district men and two nursing sisters, Sisters E and N Lehman, who had served in World War I:

The planting was undertaken on 6 August 1919 by the Cranbourne Patriotic Association (CPA) who had worked throughout the war to raise funds for soldier comforts. The CPA requested relatives to undertake care of the trees until the Shire council could take over (*South Bourke and Mornington Journal* 21 August 1919:2).

The Avenue was unveiled on 9 August 1919 by the Shire president, Councillor D McGregor. The location was selected because it was near the site of the original Cranbourne school, (demolished in the 1970s) that many of the servicemen and women had attended (City of Casey 2001:11).

A local newspaper reporting on the opening of the Avenue of Honour in 1919 stated

> *During the course of Cr McGregor's address, he complimented the Cranbourne Patriotic Association on the noble work they had done in planting an Honor avenue for the boys who had left Cranbourne (and alas some never to return) to fight for their country. The site chosen is from the Shire hall along the Tooradin road, and will, in the near future, look quite picturesque, the trees selected being Portugal oaks, with solid red gumtree guards—made by Messrs Kennedy and G. Hunter, returned men (South Bourke and Mornington Journal 21 August 1919:2).*

It appears that name plates were installed on the trees, but by 1934 the plates had been removed by the Cranbourne Shire council. In April of the same year the Tooradin and District sub-branch of the Returned Soldiers and Sailors League wrote to the council asking that the plates be replaced on the trees (*Dandenong Journal* 12 April 1934:8). In October 1934, the Shire engineer, H H Cockroft, submitted a sample of a name plate for the Avenue of Honour from a firm of ironworkers in Ballarat. The metal plate, measuring approximately 3½ inches by 18 inches, had the name of the returned serviceman/woman cast in bold letters and was joined to an iron upright so the plate could be sunk into the ground. At a cost of £4 6d, the council had no hesitation in ordering the required 67 plates (*Dandenong Journal* 11 October 1934:4). This indicates that the original number of trees planted was 67. There is oral evidence to suggest that these plaques were instated on the trees (E G Allen 1997 cited in Context 2004), however they are no longer in situ.

The Avenue of Honour was a central focus for the community's 'Back To' held in 1927 (Turner 2001:7.3).

World War Two plantings

Five Turkey Oak *Quercus cerris* trees on the west side of the South Gippsland Highway, and at the southern extremity of the avenue, are the only substantial trees in the later section of the Avenue of Honour (VHR 2015). These trees were planted as a World War Two commemoration.

In 1948, the Cranbourne Returned Soldiers League (RSL), concerned about the neglected state of the Cranbourne Avenue of Honour, wrote to the Cranbourne Shire council asking who was responsible for the care of the Avenue (*Dandenong Journal* 7 April 1948:2).

In November 1949 the Cranbourne Country Women's Association (CWA) branch, led by Mrs Rolstone and Miss Ryland, planned to undertake a special tree-planting effort to commemorate the local men and women who had enlisted in World War Two. The Country Roads Board (CRB) stated that certain sections only of the South Gippsland Highway were suitable for tree-planting: between mileages 29.5 and 30, and

34.00 and 35.30, with a preference for the latter as it was devoid of trees. The Cranbourne Shire council subsequently provided the young oak trees, which were planted by CWA members in September 1951, to extend the original Avenue of Honour. There is no record of the number or species of trees planted, or whether the original planting was on one or both sides of the South Gippsland Highway. The Shire also installed a bronze plaque on a concrete stand at the Avenue (*Dandenong Journal* 11 July 1951:7 and 29 April 1953:10).

The Avenue of Honour plaque was unveiled on 19 April 1953 by Cr Les Cochrane, MLA. The Shire president, Cr L Mills, opened the proceedings by referring to the sterling work of the CWA. The dedication and opening ceremony took place following an Anzac Service at the War Memorial at 2.30pm (*Dandenong Journal* 1 April 1953 and 29 April 1953:10).

Recent plantings

Only five of the original Turkey Oak trees survive. Council has undertaken to replant lost or damaged trees over the past 20 years with new specimens of English Oak to restore the memorial planting. The reason for the species choice is not known.

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Physical Description

The World War Two memorial planting is a row of Oak trees (predominantly English Oak) located on the western side of the South Gippsland Highway, planted between the intersection of Cameron Street and the southern end of the World War I Avenue of Honour. It is not known whether the original planting was on one side, or both sides of South Gippsland Highway.

Five mature Turkey Oak *Quercus cerris* trees survive, located at the southern end of the row, of the original 1951 planting date. The remainder of the trees are English Oak and vary in age from new plantings through to plantings of approximately 20 years and represent replanting efforts to restore the memorial planting.

A bronze memorial plaque, with the text 'Shire of Cranbourne/ This Avenue of Honour/was planted to commemorate/ All who served in/ His Majesty's Forces/from this district in/ World War Two 1939-1945' is set into a large boulder placed beneath the five original Turkey Oaks.

The five mature Turkey Oak trees are in very good condition. The English Oaks vary in condition from very good to fair.

Comparative Analysis

Avenues of Honour, lines of trees planted along streets with each tree commemorating a person from the local community who had served, are a uniquely Australian phenomenon. Australians, and in particular Victorians, embraced the idea of planting them more enthusiastically than any other country in the world. During and after World War I Avenues of Honour, became a popular form of commemoration. The avenues represented a new egalitarian approach to the commemoration of soldiers where rank was not a consideration (VWHI).

By the time of World War Two Avenues of Honour had declined in popularity as a means of commemoration. Today it is estimated that over 300 Avenues of Honour have been planted in Victoria to commemorate service personnel since 1901 (VWHI).

The City of Casey has six surviving Avenues of Honour included on the Heritage Overlay, all commemorating those who served in World War I, including the most significant – the Cranbourne Avenue of Honour (HO142, VHR H2345), which adjoins this memorial planting to the north. A short, but highly intact avenue planting of Portuguese Oak (65 of the original 67 trees) survives with an associated stone memorial and shelter and four plaques with the details of the memorial and those who served. The memorial was planted in 1919 by the Shire of Cranbourne as a public tribute to those from the district who served.

There are no memorial plantings or Avenues of Honour dedicated to those who served in World War Two included on the Heritage Overlay.

The Avenues of Honour which are included on the Heritage Overlay have varying degrees of intactness and integrity, and most were funded by the local municipality. Examples of intactness range from the impressive example of Hybrid Black Poplar lining either side of the Princes Highway (High Street) between Beaconsfield and Berwick (HO198) and the largely intact planting of English Oaks which form an Avenue of Honour in Memorial Drive and High Street, Narre Warren (HO27). The Red Flowering Gums in Tooradin (HO143), which were planted as an Avenue of Honour in 1919, has lost a substantial number of trees, reducing the integrity of the Avenue form to appear as an irregular street tree planting. The former Avenue of Honour (actually a row planting on the east side of Harkaway Road) in Harkaway (also of Red Flowering Gums) (HO165) has been fully removed and replanted, but is still considered significant.

Other smaller Avenue and memorial plantings were planted throughout the municipality by private individuals, including the planting of seven English Oaks on the west side of Church Street, Berwick (HO155) to commemoraWorlte those from the Berwick Boys Grammar School who served in World War I.

Although only five of the original trees in the World War Two memorial planting at Cranbourne survive, the connection with and proximity to the World War I Avenue of Honour and continuity provided by the link between the two intact plantings (replacing earlier trees which have been lost) makes this place of equal significance to other examples currently included on the Heritage Overlay, particularly those of lesser integrity such as the plantings at Tooradin and Harkaway. In addition, as the only example of a planting memorialising those from the district who served in World War Two, the planting is of particular interest.

Statement of Significance

What is Significant?

The World War Two Memorial planting and plaque, located on the eastern side of South Gippsland Highway, Cranbourne is significant.

Features which contribute to the significance of the place are:

- 5 mature specimens of Turkey Oak *Quercus cerris*, planted in 1951
- Specimens of mature, semi mature and immature English Oak *Quercus robur* planted in line with the mature specimens of Turkey Oak
- The commemorative plaque located to the southern end of the row, beneath the Turkey Oak trees

Features which do not contribute to the significance of the place are:

- Municipal tree plantings which are not part of this row of Oak trees
- Paths and roads

How is it Significant?

The World War Two Memorial planting and plaque is of historical and social significance to the City of Casey.

Why is it Significant?

The World War Two Memorial planting and commemorative plaque is of historical significance as a collection of trees planted and plaque erected to commemorate the service of the local people of Cranbourne who served in World War Two. (Criterion A)

The Avenue is of further historical significance as one of the only known memorial plantings within the municipality which commemorates those who served in World War Two. (Criterion B)

It is of social significance as a continuing living memorial to those local people who served in World War Two, and the community's respect and acknowledgement of this service. The deliberate positioning of the memorial planting as a continuation of the World War I Avenue of Honour is important as it demonstrates the continuing importance of this tradition within the Cranbourne community. The long term, continuing attachment to the place by the local community is evidenced by the efforts to restore the planting, and the use of the whole Avenue and Memorial planting for commemorative events. (Criterion G).
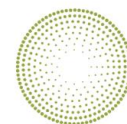
Revised Schedule Entry

NB: Strikethrough denotes deleted text, red text denotes new text to be inserted, black text with no strikethrough denotes no change to existing.

PS Map ref	Heritage Place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences not exempt under Clause 43.01-4	Included on the Victorian Heritage Register under the Heritage Act 2017?	Prohibited uses permitted?	Aboriginal heritage place?
HO208	World War Two Memorial planting and plaque ~~Avenue of Honour (local significance)~~ Road Reserve (west side) South Gippsland Highway, Cranbourne **Statement of Significance:** World War Two Memorial planting and plaque Statement of Significance	No	No	Yes - Turkey Oaks and English Oaks in Road Reserve only.	No	No	No	No

APPENDIX E – SUMMARY OF RECCOMENDATIONS FOR PLACES

HO #	Place name	Retain within HO?	Change to Scheduled Place name	Change to Scheduled address	Change to curtilage required?	Change Scheduled External Paint control?	Change Scheduled Tree Control?	Change Scheduled Outbuildings and Fences control?	Chane Scheduled Internal control?
HO17	Cranbourne Shire Offices, Public Hall, Court House and Post Office Complex (former) 156-160 Sladen Street, Cranbourne	Yes	Yes	No	Yes – expand to whole title	No	Yes – specify controls apply to Norfolk Island Pines, Flowering Gums and Willow Myrtle trees only.	No	Yes - specify controls apply to Cranbourne Shire Offices, Public Hall and Post Office building only.
HO18	St John the Evangelist Church of England Complex 27-31 Childers Street, Cranbourne	Yes	Yes	Yes	Yes – expand to whole title	No	Yes – specify control applies to Turkey Oak and Red Oak to west of church only	Yes – remove control	Yes – remove control
HO131	Maratala (former 'Farnham') 130 Sladen Street, Cranbourne	Yes	Yes	No	No	Yes – apply control	Yes – specify control applies to Camphor Laurel only	No	Yes – apply control to entrance hall, living room and dining room only.
And HO139	McMorran's Oak Tree 125 (part) South Gippsand Highway, Cranbourne.	Yes	No	Yes	No	No	Yes – specify control applies to Oak Tree only	No	No

HO #	Place name	Retain within HO?	Change to Scheduled Place name	Change to Scheduled address	Change to curtilage required?	Change Scheduled External Paint control?	Change Scheduled Tree Control?	Change Scheduled Outbuildings and Fences control?	Chane Scheduled Internal control?
HO135	St Agatha's Catholic Church (former) 150-156 and 158 (part) South Gippsland Highway, Cranbourne.	Yes	Yes	Yes	Yes – expanded to include 4 trees on 158 (part) South Gippsland Highway.	No	Yes – specify control applies to 8 Bhutan Cypress only	No	No
HO147	St John's Church of England Vicarage (former) 34 Bakewell Street, Cranbourne	Yes	Yes	No	No	No	Yes – specify control applies to Peppercorn Tree.	No	No
HO157	Graham family home 119A Clarendon Street, Cranbourne	Yes	No	No	Yes – reduce to land of 119A only.	No	No	No	No
HO168	Cranbourne War Memorial Greg Clydesdale Square, 125 South Gippsland Highway, Cranbourne	Yes	No	Yes	No	No	No	No	No
HO169	Motor Club Hotel 38-56 South Gippsland Highway, Cranbourne	Yes	No	Yes	No	No	No	No	No
HO193	Dwelling 17 Stawell Street, Cranbourne	No	-	-	-	-	-	-	-
HO208	World War Two Memorial planting and plaque Road Reserve (west side), South Gippsland Highway, Cranbourne	Yes	Yes	Yes	Yes	No	Yes – specify Turkey Oaks and English Oaks in Road Reserve only.	No	No