

people place heritage

CONTEXT

UPPER FERNTREE GULLY

Activity Centre

Heritage Assessments

Final report

23 June 2015

Prepared for
Knox City Council



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Report Register

This report register documents the development and issue of the report entitled *Heritage Assessments Upper Ferntree Gully Activity Centre* undertaken by Context Pty Ltd in accordance with our internal quality management system.

Project No.	Issue No.	Notes/description	Issue Date	Issued to
2008	1	Draft heritage assessments	19.6.2015	Spiros Manolakis
2008	2	Final heritage assessments	23.6.2015	Spiros Manolakis

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Study area

The Study Area is defined as the Upper Ferntree Gully Activity Centre. The area includes the commercial centre and expands both sides of Burwood Highway and the railway line.

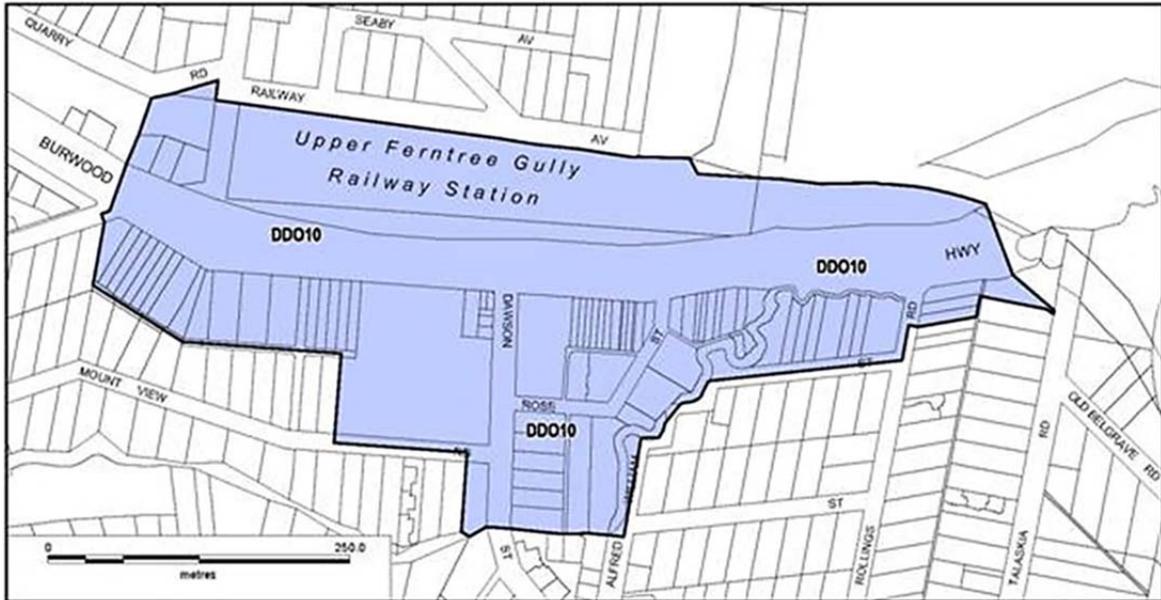


Figure 1 Upper Ferntree Gully Activity Centre, the extent of the study area in blue. Source: Knox City Council.

Background

Preliminary Heritage Assessments were undertaken as a result of community feedback provided during the community engagement process undertaken for the development of Upper Ferntree Gully Strategic Plan for the Activity Centre (Figure 1). This results from the preliminary assessment was assessed and as a result, a heritage assessment was conducted for six sites (refer Table 1).

Table 1 Site assessment list

Upper Ferntree Gully Railway Station 1183 Burwood Hwy	Upper Ferntree Gully
Visitors Information Centre 1211 Burwood Hwy	Upper Ferntree Gully
1 Rollings Road Upper Ferntree Gully Kindergarten	Upper Ferntree Gully
1 Dawson Street	Upper Ferntree Gully
12 Mount View Road St Thomas Anglican Church	Upper Ferntree Gully
3 Rollings Road	Upper Ferntree Gully

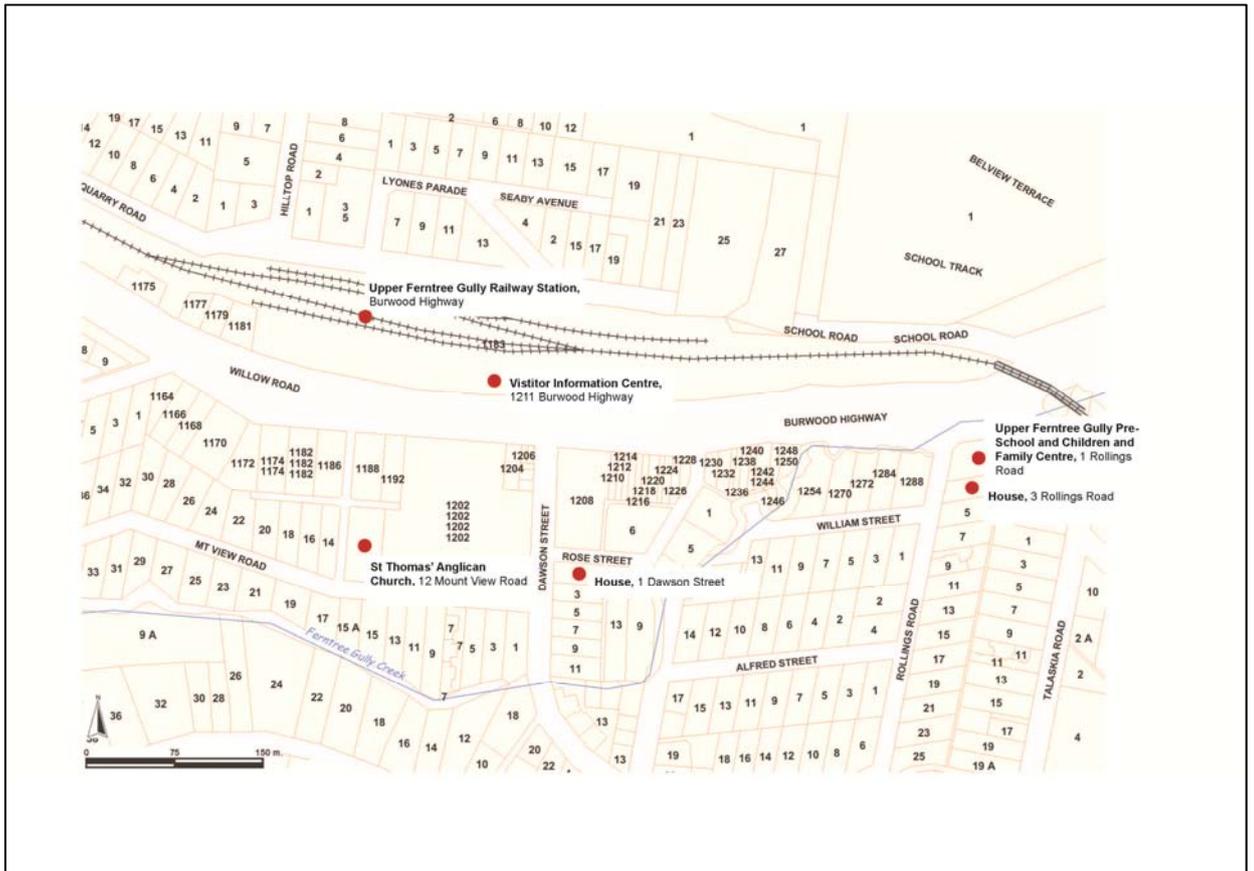


Figure 2 Location of places assessed

Applying the Heritage Overlay

The VPP Practice note 'Applying the Heritage Overlay' requires that the places are assessed according to standard criteria including historic, aesthetic and social value. Each place identified for assessment was noted as to whether it was likely to meet these criteria. It is also noted whether there were particular features that would be included in the heritage schedule such as trees, fences or outbuildings. Not all places recommended in the Preliminary Heritage Assessment were expected to be above the threshold of local significance and therefore recommended for statutory protection. Of the six sites put forward for a Heritage Assessment, three have been assessed to be above the threshold.

Methodology

A research plan was prepared to guide this phase of work. This plan included the known sources of historical information about each place as well as location where further data was most likely to be found. Research on public places including churches, kindergartens and the railway station was predominantly focussed on the Public Record Office of Victoria (PROV).

A typological study of railway stations (Ward and Donnelly, 1982) was consulted for reference on the type of railway buildings on the Ringwood Line, however it was of limited value as the Upper Ferntree Gully Station was not included. Private houses were researched through land titles and rates books, although the latter were unavailable due to their destruction. This information is cross referenced in local published histories to see if the families associated with particular places have strong associations with the locality or are important in the area.

Local history collections at Knox (Eastern Regional Library) and the Prahran Mechanics Institute and the State Library of Victoria were useful for locality and place history and the development of the railway line. On line search tools such as Trove were searched for

newspaper articles and historic photos. Architectural databases were checked for biographical information on Keith Reid and to try to find an architect for the Visitors Information Centre. Information on the works of architect Harry Norris who remodelled the Royal Hotel and designed Burnham Beeches at Sherbrooke provided no firm evidence for his involvement in this building although he was known to have been actively designing in the area.

The selection of comparative examples to benchmark the places being assessed with others already on heritage registers or on the Heritage Overlay was undertaken through the City of Knox Heritage Schedule, the HERMES database and the Victorian Heritage Database. This was only done via desktop work, and without further site visits.

Limitations

The main limitations of the study have been imposed through the time constraints for completion. This is particularly evident in unravelling the rather complex set of changes to the Upper Ferntree Gully Station and reconciling this with the histories in various secondary sources.

Rate books and building records for the Inter-war period in the City of Knox appear not to have survived. This has made it difficult to positively identify an architect for the Visitors Information Centre at this stage. As the recommendation is that the Visitors Information Centre is of local architectural significance, it is important to be able to attribute the design of this building to an architect or designer. The Norris connection was thought to be important and likely, but unfortunately no evidence has been found to support this connection.

The heritage schedule for the City of Knox is skewed towards the early settlement of the area and towards landscapes and vegetation. There is little comparative basis for the building typologies of the early, mid and late twentieth century and the type of suburban development that has taken place since World War 2. It would be expected that, for example, other Post-war churches are likely to be identified in Knox and a more broadly scoped heritage study would be likely to reveal these. This has not, however, weakened the recommendation for St Thomas' Anglican Church as this building is a fine work by a well known architect.

The lack of a broader comparative basis that can be established for Inter-war houses has meant that it is premature to recommend 3 Rollings Road and 1 Dawson Street for the Heritage Overlay as a result of a narrowly focussed geographical study, and limited time to benchmark these examples. Had any strong historical connections come forward to support a recommendation for either of these houses, this recommendation of local interest rather than significance may have been different. They are still fine examples of their type, but without a wider basis for comparison it is difficult to recommend these houses above others.

Information on community attachment and associations is very useful particularly where social value is strong. The community engagement for the Upper Gully Strategic Plan revealed that the community valued Upper Ferntree Gully Railway Station and the Visitors Information Centre. Due to limited time constraints and scope of works for this consultancy, it has not been possible to explore this social value further.

Mapping

For St Thomas Anglican Church the extent of the Heritage Overlay is the cadastral boundaries of the two allotments (Map 2). For the Visitors Information Centre the extent of the Heritage Overlay captures the wrought iron fencing, extends south to the boundary of Burwood Highway and extends 5 metres from the building (Map 3).

The Heritage Overlay mapped area for the Upper Gully Railway Station extends 5 metres from the building to incorporate the platform and extends east to where the dual line joins together (Map 3). The railway embankment and plantings are covered by the Significant Landscape Overlay SLO 3 and this is considered to be an appropriate planning tool for this feature.



Figure 3 St Thomas' Anglican Church proposed Heritage Overlay

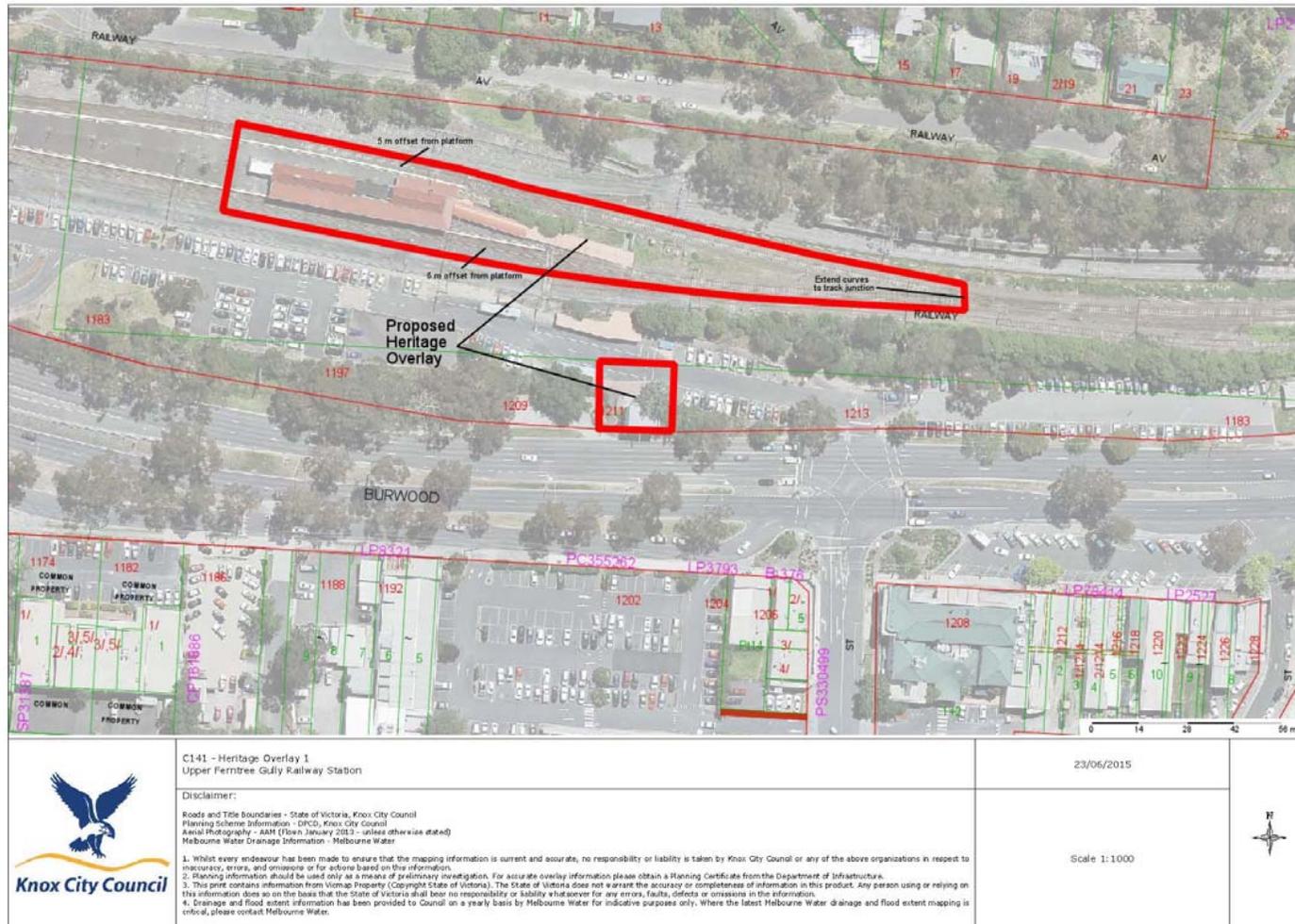


Figure 4 Railway Station and Visitor Information Centre proposed Heritage Overlay.

Table3 Draft heritage schedule

Heritage place	External paint controls apply?	Internal alteration controls apply?	Tree controls apply?	Outbuildings or fences which are not exempt under Clause 43.01-3?	Included on the Victorian Heritage register under the Heritage Act 1995?	Prohibited uses may be permitted?	Name of incorporated plan under Clause 43.01-2	Aboriginal heritage place?
St Thomas' Anglican Church 12 Mount View Road Upper Ferntree Gully	No*	No	Yes	No	No	-	-	No
Visitors Information Centre 1211 Burwood Highway Upper Ferntree Gully	No	No	No	Yes	No	-	-	No
Upper Ferntree Gully Railway Station 1183 Burwood Highway Upper Ferntree Gully	No	No	No	No	No	-	-	No

Notes:

Paint controls for the St Thomas' Anglican Church have not been recommended based that the Victorian Planning Provision Clause 43.01-1 state that a planning permit is required to "externally paint an unpainted surface". The unpainted face brick is part of the architectural character of the church and should not be painted.

A fence at the Information Centre is noted as significant therefore the outbuilding and fence control is applied.

The two trees at St Thomas' Anglican Church are noted as significant therefore the tree control is applied.

Prohibited uses may be permitted is deliberately left blank as this decision is dependent on other planning requirements than just heritage and should be a matter for the City of Knox to decide. As a general principle however, it is recommended that alternative uses for heritage places is preferable to having them unused, provided that the use is considered to be a compatible one without a high impact on the heritage values of the place.

Citations

Index

Recommended for Heritage Overlay

1. Visitors Information Centre, 1211 Burwood Highway Upper Ferntree Gully
2. Upper Ferntree Gully Railway Station
3. St Thomas' Anglican Church, 12 Mount View Road Upper Ferntree Gully

Not recommended for Heritage Overlay at this time

4. Upper Fern Tree Gully Pre School and
5. 1 Dawson Street Upper Ferntree Gully
6. 3 Rollings Road Upper Ferntree Gully

HERITAGE CITATION REPORT

Name	Visitors Information Centre
Address	1211 Burwood Highway, Upper Ferntree Gully
Place Type	Commercial
Citation Date	19.6.2015



Figure 5 Visitors Information Centre, 1211 Burwood Highway, Upper Ferntree Gully (Source: Context 2015).

**Recommended
Heritage Protection**

Architectural Style Interwar Period (c1919 – c1940)

History and Historical Context

Locality History

The township of Upper Fern Tree Gully was originally regarded as part of Fern Tree Gully and did not exist as a separate entity until the railway line from Ringwood to Upper Fern Tree Gully was opened in 1889. Upper Ferntree Gully has been part of the Shire of Fern Tree Gully (1889-1963), Shire of Sherbrooke (1963-1994), and the Shire of Yarra Ranges (after the realignment of municipal boundaries in 1994), however now most lies within the City of Knox (1994). Upper Ferntree Gully forms the southern boundary to the Ferntree Gully National Park, the south western area of the Dandenong Ranges National Park. First reserved as a park in 1882, the park area became popular destination for tourists from the 1870s onwards.

Fern Tree Gully (named because of earlier paintings of the area by the artist Eugene Von Guerard c1858) was founded in 1840 and first settled by John Wood Beilby in c1850. (Coulson 1982: 148) The Upper Ferntree Gully district was first infiltrated by Thomas Dobson, Sen and family and other timber splitters in

c1854 and allotments were then surveyed and selected from c1867 to c1879. The Upper Ferntree Gully Quarry was opened in c1888 to supply metal for the formation of the railway from Ringwood to Ferntree Gully. (Coulson 1982: 310; McInnes 1993: 182)

Following an Act of Parliament dated 12 December 1884, and pressure for the line to Upper Ferntree Gully from the local Railway Leagues, the railway was extended from Ringwood to Upper Ferntree Gully in 1889, and development from the Beilby area began. The Royal Hotel was opened in August 1889 as a prelude to the opening of the railway line a few months later. The hotel was erected by a syndicate known as the *Ferntree Gully Property and Hotel Company* and is a landmark in the development of the Ferntree Gully tourist industry. Modernised in 1935 (the remodelled façade is attributed to prolific Art Deco architect Harry Norris, the designer of Burnham Beeches), and located directly opposite the Upper Ferntree Gully Railway Station, the hotel became a mecca and served the Shire for social needs and services in times of disaster. (McInnes 1993: 162)

Hon. Duncan Gillies, M.L.A. declared the railway line from Ringwood to Upper Fern Tree Gully open for traffic on 3 December 1889. The original railway station was located on the site of the existing goods shed and a refreshment room provided in another nearby shed. (Coulson 1982: 314) Tourism proved to be a saviour to the commercial sector as Ferntree Gully became one of the most popular destinations for Melbourne people. The railway brought thousands of visitors to the hills annually and the introduction of Cheap Excursion Sunday trains in the summer months from 1894, and the passing of the Bill authorising the construction of the narrow gauge line from Upper Ferntree Gully to Gembrook, brought tourists in ever increasing numbers. (Talbot 2002: 16) The popularity of the district was at its height during the 1890s. Weekenders, guest houses, berry farms and gardens were rapidly established throughout the foot-hills and when the narrow gauge line was completed in 1900 tourism became a source of income for many people living around the railway precinct. (McInnes 1993: 105) As the station was both a terminus for the National Park and a starting point for the “Puffing Billy” narrow gauge railway, Upper Ferntree Gully predominately became a railway town, with railway staff comprising almost half the town’s population. (Coulson 1982: 315)

The present railway station was built to cope with increased tourist traffic in the early 1910s and refreshment rooms were incorporated in the new building in that part of the station now used as a waiting room. (Coulson 1982: 314) The 1920s also saw the growth in the availability of the motor car and the electrification of the Ringwood line to Upper Ferntree Gully in 1925 which mutually increased accessibility to visitors and allowed permanent residents to commute to Melbourne daily. The 1920s also saw large scale land sales in the region with the majority sold to town people anxious to have a weekend retreat from the growing rush and hustle of the city. (Wizenried 1988: 154-155) In addition, orchards and market gardens in the area were subdivided for housing, and selling was concentrated around railway stations with house blocks offered by estate agents lyrical about the “lungs of Melbourne” which resulted in a large increase in population. Low cost land on cheap, long-term finance was possible because there were no services, no electricity or reticulated water. (McInnes 1993: 143)

Expansion continued following World War Two as development followed the north-south direction of the railway. The introduction of suburban train fares from 1958 helped to accelerate the change from a once rural area into the outer eastern Melbourne suburb of today. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully railway station to wayside status. In 1967 Burwood Highway was duplicated to its present day arrangement.

Place History



Figure 6 The Pinnacle Café, Upper Ferntree Gully, VIC, c1920-1954 (Source: Rose Stereograph Co. State Library of Victoria)

The Visitors Information Centre is located at 1211 Burwood Highway situated between the Burwood Highway service lane (Upper Ferntree Gully Railway Station) and Burwood Highway on Crown Allotment 2179. The date of construction and architect of the building is not known, however it is likely that the building was built as the Pinnacle Café (Figure 1). Stylistic analysis of the place shows that it was probably built in the late 1930s to coincide with the remodelling of the Royal Hotel the façade of which was replaced in 1935 in the Streamline Moderne style. This work at the Royal has been attributed to prolific Art Deco architect, Harry Norris. Also of note is the late nineteenth century Shire Hall on the corner of Burwood Highway and Selman Avenue, Ferntree Gully which was also remodelled in the 1930s demonstrating that this was a progressive district that was keen to embrace the latest architectural style. The construction of the café was also likely to have been built following the closure of the refreshment room as part of the station in c1933-1934. (Talbot 2007:36)

The Pinnacle café was sold in 1951 and an advertisement in 1953 shows the café was still in operation as the Pinnacle Café in 1953 under proprietor Chas A. Trevenna (The Argus 1951; 1953). In 1957 a bankruptcy claim was made by owners Charles A. Trevenna and Winifred Dorothy Trevenna in 1957 (The Argus 1957). According to members of the community organisation Lost Dandenongs the building was operated as a hair dressers c1962 and as a fish and chip shop c1965 when Young Sun was operating the 'Puffing Billy' railroad. (Lost Dandenongs, 2015) The café also originally served as a booking centre for service cars to transport guests to and from various guest houses in the Dandenongs. (Grow, 2007: 3) The building has been the location of the Dandenong Ranges Visitors Information Centre owned by the Melbourne Convention and Visitor Bureau and Dandenong Tourism Incorporated. The exact date is unknown and not available on title information as the building is on Crown Land.

The first National Park or 'Peoples Park' was declared at Ferntree Gully in 1882. Tourism was heavily promoted by the Victorian Government from the 1890's. Tourism was given a boost by the opening of the Government Tourist Bureau opposite the Melbourne Town Hall in 1906, during which time Ferntree Gully and the Dandenongs were heavily patronised by inner city people in need of fresh air and recreation. With the changing fashion in holidays the dryer inland resorts and beaches become more popular. Motorised transport also shifted the focus from the railway distractions. The hills became more residential in nature with post-war subdivisions, and weekenders taken up by those seeking cheaper rental in the 1930's depression.

Ferntree Gully enjoyed somewhat of resurgence in the late 1930's and 1940's particularly with visiting American troops from nearby camps in war time. (McInnes 1993:111)

The Knox Heritage Study (McInnes 1993) recommended that the Visitor Information Centre is a significant building.

Sources

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Physical Description

The Visitors Information Centre is a two storey small commercial building built in the Moderne Style combining bold rectangular and curved styling. The building spans the change in grade between the railway station platforms and the lower Burwood Highway and therefore has two principal elevations.

The building is dominated by a prominent vertical fin at the eastern end, constructed in a slightly angled style which anchors the rectangular section. A raised band encircles the building to define the parapet line and to accentuate the curve of the north west corner. The building is flat rendered with recessed sections to its western façade.

The building's north elevation is expressed as a single storey volume with its entrance recessed deeply into the corner accentuating the broad curve. The entrance and three timber framed windows address the railway station, and once displayed advertising and booking information. Original lighting and window pane arrangements have been lost.

The building's southern elevation abuts Burwood Highway and is expressed as a double storey commercial building. The façade is arranged asymmetrically and is anchored at its eastern end by a slightly projected rendered section extending the full height of the building. The middle section of the façade is expressed by three evenly spaced openings at first floor level and a large single window of the same width at ground level. Along with the adjacent glazed entrance door, this window has horizontal muntins typical of the Moderne style. A window with original timber transom sits above the entrance door slightly offset from the rhythm of other windows at this level.

The original wrought iron fence has been retained at the upper entrance along with the curved concrete platform. The adjacent road grade at this level has been raised to meet the floor level of the building. The building has been over painted however it is largely intact to its date of construction.

Comparative Analysis

The Visitors Information Centre is a rare example of a small commercial building built to capture the increased tourism industry developing in Upper Ferntree Gully in the 1930s following electrification of the Railway.

A survey of commercial buildings included on the Knox Heritage Overlay, shows that there are only four commercial places currently protected on the Knox City Planning Scheme. The Club Hotel, Ferntree Gully

and the Bayswater Wine Café, Bayswater are protected as representatives of the earliest period of development in the region. The Ferntree Gully Hotel, Ferntree Gully and the Royal Hotel, Upper Ferntree Gully are also protected and architectural significance is attributed to the 1930s period of development (the remodelled Moderne façade in the case of the Royal Hotel). All of these places contribute to the development of the tourism industry in the region from the 1890s to the 1930s.

Statement of Significance

What is significant?

The Visitors Information Centre at 1211 Burwood Highway, Upper Ferntree Gully, built in the 1930s and operated until 1957 as the Pinnacle Café is significant.

How is it significant?

The modernist Visitors Information Centre at 1211 Burwood Highway, Upper Ferntree Gully is of aesthetic (architectural) and historical significance to the City of Knox.

Why is it significant?

1211 Burwood Highway is a fine example of the development of Upper Ferntree Gully as a gateway to the popular tourist regions in the Dandenong Ranges. Its construction in the 1930s corresponds to a period of growth and development following electrification of the Ringwood to Upper Ferntree Gully railway line in 1925.

1211 Burwood Highway is of aesthetic (architectural) significance as an excellent example of Art Deco architecture in Upper Ferntree Gully, an architectural style also represented by the Moderne façade of the Royal Hotel. The bold rectangular and curved styling on the two principal facades contributes to the building's significance. It is a landmark building as a result of its location on the highway and the ingenious manner in which it has been designed to address the substantial difference in grade between the highway and the elevated road to the Upper Ferntree Gully Railway Station. The original wrought iron fence at the upper Burwood Highway entrance contributes to the significance of the place.

The rendered two storey commercial building was built c1930s and complements the 1935 remodelled Moderne façade opposite the Visitors Information Centre on Burwood Highway.

Recommendation

Of local significance.

HERITAGE CITATION REPORT

Name	Upper Ferntree Gully Railway Station
Address	Burwood Highway, Upper Ferntree Gully
Place Type	Railway Station
Citation Date	2015



Figure 7 Upper Ferntree Gully Railway Station, Upper Ferntree Gully (Source: Context 2015).



Figure 8 Upper Ferntree Gully Railway Station, Upper Ferntree Gully (Source: Context 2015).

**Recommended
Heritage Protection**

Architectural Style Interwar Period (c1919-
c1940).

History and Historical Context

Locality History

The township of Upper Fern Tree Gully was originally regarded as part of Fern Tree Gully and did not exist as a separate entity until the railway line from Ringwood to Upper Fern Tree Gully was opened in 1889. Upper Ferntree Gully has been part of the Shire of Fern Tree Gully (1889-1963), Shire of Sherbrooke (1963-1994), and the Shire of Yarra Ranges (after the realignment of municipal boundaries in 1994), however now most lies within the City of Knox (1994 -). Upper Ferntree Gully forms the southern boundary to the Ferntree Gully National Park, the south western area of the Dandenong Ranges National Park. First reserved as a park in 1882, the park area became popular destination for tourists from the 1870s onwards. Fern Tree Gully (named because of earlier paintings of the area by the artist Eugene Von Guerard c1958) was founded in 1840, when Rev. James Clow established an out-station, known as Glen Fern (or Glenfern), which lay between Ferny Creek and Glenfern Road. John Wood Beilby, purchased Clow's selection in 1850 and is said to be the first settler of this area. (Coulson 1982: 148)

European settlement at Upper Fern Tree Gully took place at several different periods. The district was first infiltrated by Thomas Dobson, Sen and family in 1854 and other timber splitters working in the forest, today known as the Ferntree Gully National Park (Upper Ferntree Gully) when no land was available for private sale. Properties south of the main road (now Burwood Highway) were surveyed in 1867. Allotments north of the main road were surveyed and selected in 1877 when a large tract of former forest country was thrown open for selection. The remaining land in the vicinity of Quarry Road, was surveyed in 1878 and selected shortly afterwards along with the reservation of land for quarry purposes in 1879. (Coulson 1982: 310) A quarry was opened c1888 to supply metal for the formation of the railway from Ringwood to Ferntree Gully. (McInnes 1993: 182)

Following an Act of Parliament dated 12 December 1884, and pressure for the line to Upper Ferntree Gully from the local Railway Leagues, the railway was extended from Ringwood to Upper Ferntree Gully in 1889, and development from the Beilby area began. The Royal Hotel was opened in August 1889 as a prelude to the opening of the railway line a few months later. The hotel was erected by a syndicate known as the Fern Tree Gully Property and Hotel Company and is a landmark in the development of the Ferntree Gully tourist industry. Modernised in 1935 (the remodelled façade is attributed to prolific Art Deco architect Harry Norris, the designer of Burnham Beeches), and located directly opposite the Upper Ferntree Gully Railway Station, the hotel became a mecca and served the Shire for social needs and services in times of disaster. (McInnes 1993: 162)

Hon. Duncan Gillies, M.L.A. declared the railway line from Ringwood to Upper Fern Tree Gully open for traffic on 3 December 1889. The original railway station was located on the site of the existing goods shed and a refreshment room provided in another nearby shed. (Coulson 1982: 314) Tourism proved to be a saviour to the commercial sector as Ferntree Gully became one of the most popular destinations for Melbourne people. The railway brought thousands of visitors to the hills annually and the introduction of Cheap Excursion Sunday trains in the summer months from 1894, and the passing of the Bill authorising the construction of the narrow gauge line from Upper Ferntree Gully to Gembrook, brought tourists in ever increasing numbers. (Talbot 2002: 16) The popularity of the district was at its height during the 1890s. Weekenders, guest houses, berry farms and gardens were rapidly established throughout the foot-hills and when the narrow gauge line was completed in 1900 tourism became a source of income for many people living around the railway precinct. (McInnes 1993: 105) As the station was both a terminus for the National Park and a starting point for the "Puffing Billy" narrow gauge railway, Upper Ferntree Gully predominately became a railway town, with railway staff comprising almost half the town's population. (Coulson 1982: 315)

The present railway station was built to cope with increased tourist traffic in the early 1910s and refreshment rooms were incorporated in the new building in that part of the station now used as a waiting room. (Coulson 1982: 314) The 1920s also saw the growth in the availability of the motor car and the electrification of the Ringwood line to Upper Ferntree Gully in 1925 which mutually increased accessibility to visitors and allowed permanent residents to commute to Melbourne daily. The 1920s also saw large scale land sales in the region with the majority sold to town people anxious to have a weekend retreat from the growing rush and hustle of the city. (Wizenried 1988: 154-155) In addition, orchards and market gardens in the area were subdivided for housing, and selling was concentrated around railway stations with house

blocks offered by estate agents lyrical about the “lungs of Melbourne” which resulted in a large increase in population. Low cost land on cheap, long-term finance was possible because there were no services, no electricity or reticulated water. (McInnes 1993: 143)

Expansion continued following World War Two as development followed the north-south direction of the railway. The introduction of suburban train fares from 1958 helped to accelerate the change from a once rural area into the outer eastern Melbourne suburb of today. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully railway station to wayside status. In 1967 Burwood Highway was duplicated to its present day arrangement.

Place History

The Upper Ferntree Gully Railway Station is located north of the present day Burwood Highway and forms the centre of the Upper Ferntree Gully township within walking distance of the Ferntree Gully National Park. The station is one of three built for the extension branch line from Ringwood between 1884 and 1889, the others being Macauley (Bayswater) and Cemetery (Lower Ferntree Gully); authorised by an Act of Parliament dated 12 December 1884. (McInnes 1993: 109) As the town of Upper Ferntree Gully was not established at the time it was originally included under the township of Ferntree Gully and, prior to the coming of the railway in 1889, the station area was referred to as Terminus. By the date of the official opening on 4 December 1889 the station had been named Upper Ferntree Gully. (Medlin 1998: 1)

In 1882, in determining the direction of the railway line to Ferntree Gully considerable pressure was applied through local Railway Leagues. At a public meeting of the Camberwell and Ferntree Gully League on 24 June 1882 in the Protestant Hall Burwood, it was resolved that the route should be by way of Burwood, but a much earlier survey had reported on the merits of lines from Spring Vale, Dandenong or Ringwood. The Springvale route was ruled out on the physical confirmation but the Dandenong route presented the least difficulty through the Corhanwarrabul and Dandenong Creek Valleys. The final decision to build the railway from Ringwood through to Boronia was based on economics as the land was less valuable. It was also a shorter distance. (McInnes 1993: 109)

The Royal Hotel south of the Burwood Highway on the corner of Dawson Street was opened in August 1889 to coincide with the railway extension and together they formed the business and tourist centre of Ferntree Gully after 1890.

The history of the development of the Upper Ferntree Gully Railway Station is complex. Local histories (Coulson 1982:315) note that the original station building was on the south of the broad gauge lines and the present goods shed was where the broad gauge station is now. The locations of the station building and goods shed were swapped in the early 1900s after the implementation of the narrow gauge ‘Puffing Billy’ railway line from Upper Ferntree Gully to Gembrook. This narrow gauge line provided a regular goods train with passenger accommodation service to the communities scattered along the main ridge of the Dandenong Ranges. Outward goods loadings included all the necessities of the life in the district including livestock and return loadings included timber as well as farm produce. (Puffing Billy Preservation Society 2003:4) The scenic attraction of the route resulted in the line being popular with tourists for weekend and holiday outings.

The railway station yard was further rearranged in 1910 with the construction of the present day island platform to enable the broad-gauge line on one side and the narrow-gauge line on the other (Waugh 1998:30; Cuffley 1987: 113) Steel canopies were constructed in 1911 and the Station Master’s residence was completed the following year. (Waugh 1998:30) The railway to Upper Ferntree Gully was electrified in 1925. In the 1930s further alterations were made to the Station buildings including the removal of the refreshment room, station master’s room and sheds. (PROV, VPRS 4986/R1, Unit 343)

The electrification of the railway coincided with the rise in the competing use of the private motor car and the subsequent progressive improvement of roads and road transport in the district which resulted in traffic

on the Gembrook line diminishing. In 1958, the 'Puffing Billy' section between Upper Ferntree Gully and Belgrave was finally closed for conversion to broad gauge electric suburban operations. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully station to wayside status.

The railway was integral to the early Upper Ferntree Gully community in a number of ways; the telegraph link was used by local residents, and in addition to his railway duties, the stationmaster was also the Postmaster. The railway reservoir and pipeline also supplied water to private users, a situation that lasted until 1939 when water supply was provided by the Melbourne and Metropolitan Board of Works. (Talbot 2007:31) From 1891 the Shire of Fern Tree Gully met in a room at the railway station, before moving to the Royal Hotel. (Medlin 1998: 1).

In 1993 the Upper Ferntree Gully Railway Station was recommended to the Victorian Heritage Register as a place of state significance (McInnes, 1993). Since that time the threshold for state significance has been better defined, and it is considered that the station would not meet it. Comparative analysis is unlikely to provide the evidence needed for state listing. It is considered to be of local significance.

Sources

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PROV, VA 2876 Victorian Railways (Victorian Railways Commissioners 1883-1973), VPRS 4986/R1 Plans of Railway Station Buildings, Unit 343 plan of Upper Ferntree Gully Railway Station c1930s

Description

Physical Description

The Upper Ferntree Gully Railway Station is an island station located between the broad and narrow gauge lines. The station complex consists of station platforms and shelters, station master's office and parcels room in two gable roof structures. Although now joined together with modern construction and the station platform canopies, the two buildings are still able to be distinguished through their separate roof forms, one with a brick chimney.

The present island station was constructed following the rearrangement of the station yard in 1910. The building comprises two simple timber pavilions clad in shiplap weatherboard with gable roofs and corrugated iron roofing. The cantilevered station canopies are supported on large curved steel brackets with diagonal bracing constructed in 1911. It is presumed that the pedestrian subway would date from this time, although it has been refurbished.

The fireplaces have been bricked in and the refreshment rooms were removed with other internal alterations to the parcel room in c1930s. The timber ceiling and wall linings of the waiting room appear to be intact. The buildings are well preserved and in good order, having undergone renovation and upgrading as a part of general station works to the site.

The Railway Station buildings are set within a wider area that includes the roadways, carparks and a landscaped embankment with stone wall and a stone toilet block.. The difference in grade between the railway line and the highway allows for a substantial landscaped embankment that provides a boundary to the site. Mature vegetation along the embankment is typical of railway plantings from the early twentieth century. A road and carpark separates the Railway Station from the Visitors Information centre.

Recent works have added an extended covered walkway to the stations approaches.

Comparative Analysis

There are three other railway stations within the municipal boundaries of the City of Knox, these are: Bayswater Railway Station (formerly Macauley) opened 1899, Boronia Railway Station opened 1920, and Ferntree Gully Railway Station (formerly Cemetery), opened 1899, and are all along the present day Belgrave line. All of these stations have all been subsequently rebuilt in the 1980s. Of these stations, Upper Ferntree Gully Railway Station is distinctive in its former function as both a terminus for the broad-gauge line and starting point for the narrow-gauge railway, and as the only station that still exhibits its early twentieth century origins.

Statement of Significance

What is significant?

The Upper Ferntree Gully Railway Station complex built as the terminus for the Ringwood line between 1884 and 1889, and as the beginning of the narrow gauge line to Gembrook in the early 1900s, is significant

How is it significant?

The Upper Ferntree Gully Railway Station, Burwood Highway, Upper Ferntree Gully is of local architectural, historic and social significance to the City of Knox.

Why is it significant?

The Upper Ferntree Gully Railway Station complex is historically significant for its ability to demonstrate the development of the Ringwood line through to its terminus at the foot of the Dandenong Ranges. It is the only surviving railway station in the City of Knox to have retained much of its pre World War I character, despite a number of alterations to its building fabric and setting.

The Upper Ferntree Gully Railway Station illustrates the changes in the Ringwood railway line as a result, firstly of the addition of the Gembrook narrow gauge line, later to become the popular “Puffing Billy” tourist railway; and secondly of the electrification of the line in the 1925.

The Upper Ferntree Gully Railway Station complex is a tangible demonstration of public transport developments prior to the dominance of motorised transport in the 1950s.

It has served as an important place in the early life of the Upper Ferntree Gully community as the water supply from the railway reservoir until 1939. The station is a reminder of the important role played by the stationmaster in facilitating communication, not only by rail but also acting as the postmaster and telegraph operator.

The Upper Ferntree Gully Railway Station is of aesthetic significance for its retention of structures from both the 1880s, 1910 and the 1930s additions and alterations that reflect changes in the lines at Upper Ferntree Gully. The two gable roofed timber pavilions with their shiplap cladding, the chimney and the station canopies on curved metal brackets are significant features.

The station site is enhanced by the planted embankment to the east of the station buildings and extending to the carpark with stone faced public toilet block and retaining wall. This area forms a significant landscape feature of the upper Ferntree Gully commercial area and contains extensive plantings of a type that were once common around railway stations in the early twentieth century.

The railway station is highly likely to have social value to the community of Upper Ferntree Gully and other communities who use the line in its extension to Belgrave, however this has not been able to be investigated.

Recommendation

Of local significance.

HERITAGE CITATION REPORT

Name	St Thomas Anglican Church
Address	12 Mount View Road, Upper Ferntree Gully
Place Type	Church
Citation Date	2015



Figure 9 St Thomas Anglican Church, 12 Mount View Road, Upper Ferntree Gully (Source: Context 2015).



Figure 10 St Thomas Anglican Church, 12 Mount View Road, Upper Fern Tree Gully (Source: Context 2015).

**Recommended
Heritage Protection**

Architectural Style Postwar Period (c1950-
c1970)

History and Historical Context

Locality History

The township of Upper Fern Tree Gully was originally regarded as part of Fern Tree Gully and did not exist as a separate entity until the railway line from Ringwood to Upper Fern Tree Gully was opened in 1889. Upper Fern Tree Gully has been part of the Shire of Fern Tree Gully (1889-1963), Shire of Sherbrooke (1963-1994), and the Shire of Yarra Ranges (after the realignment of municipal boundaries in 1994), however now most lies within the City of Knox (1994 -). Upper Fern Tree Gully forms the southern boundary to the Fern Tree Gully National Park, the south western area of the Dandenong Ranges National Park. First reserved as a park in 1882, the park area became popular destination for tourists from the 1870s onwards.

Fern Tree Gully (named because of earlier paintings of the area by the artist Eugene Von Guerard c1858) was founded in 1840 and first settled by John Wood Beilby in c1850. (Coulson 1982: 148) The Upper Fern Tree Gully district was first infiltrated by Thomas Dobson, Sen and family and other timber splitters in c1854 and allotments were then surveyed and selected from c1867 to c1879. (Coulson 1982: 310) Following an Act of Parliament dated 12 December 1884, the railway was extended from Ringwood to Upper Fern Tree Gully in 1889, and development from the Beilby area began.

Tourism proved to be a saviour to the commercial sector as Fern Tree Gully became one of the most popular destinations for Melbourne people and the popularity of the district was at its height during the 1890s. Weekenders, guest houses, berry farms and gardens were rapidly established throughout the foot-hills and when the narrow-gauge line was completed in 1900 to Gembrook, tourism became a source of income for many people living around the railway precinct. (McInnes 1993: 105) As the station was both a terminus for the National Park and a starting point for the “Puffing Billy” narrow gauge railway, Upper Fern Tree Gully

predominately became a railway town, with railway staff comprising almost half the town's population. (Coulson 1982: 315)

The 1920s saw the growth in the availability of the motor car and the electrification of the Ringwood line to Upper Ferntree Gully in 1925 which mutually increased accessibility to visitors and allowed permanent residents to commute to Melbourne daily. The 1920s also saw large scale land sales in the region with the majority sold to town people anxious to have a weekend retreat from the growing rush and hustle of the city. (Wizenried 1988: 154-155) In addition, orchards and market gardens in the area were subdivided for housing, and selling was concentrated around railway stations with house blocks offered by estate agents lyrical about the "lungs of Melbourne" which resulted in a large increase in population. Low cost land on cheap, long-term finance was possible because there were no services, no electricity or reticulated water. (McInnes 1993: 143)

Expansion continued following World War Two as development followed the north-south direction of the railway. The introduction of suburban train fares from 1958 helped to accelerate the change from a once rural area into the outer eastern Melbourne suburb of today. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully railway station to wayside status. In 1967 Burwood Highway was duplicated to its present day arrangement.

Place History

The foundation stone of the current St Thomas' Church was laid by the Bishop-Coadjutor of Melbourne, Rev. J.D. McKie M.A. on 30 May 1959. The original St Thomas' was built of timber and iron at a cost of £80 at Lysterfield and was opened in August 1906. In 1922 this church was moved to a block next to the present site in Mount View Road.

In 1937 a generous bequest of £1,000 by Mrs M. J. Guppy became the nucleus of a fund to build a new church. The present church of St Thomas', costing over £11,000, was built in 1959. The architect was Keith Reid of East Melbourne and the builders were McLaughlin Brothers of Box Hill. It was dedicated by Archbishop Woods on 29 October 1960. (Kennedy 1993) A new entrance to the church was constructed in 1979 by architect Raymond L. Drayton of Nunawading.

The first serious efforts to evangelise and establish an Anglican presence in the hills were made in the early 1900s by Rev. C.H. Nash vicar of St Columb's Hawthorn. In 1904, the Parochial District of Ferntree Gully was created. A Clergy House was opened in 1905 at Lower Ferntree Gully that served as a vicarage for clergy and a training centre for students and ordinands. The Clergy House closed in 1924. Towards the end of 1920, the Parochial District was separated into several parishes and in 1928 Upper Ferntree Gully was included for a short time in the Belgrave Parish. However, in 1934 it was returned to St Bartholomew's Lower Ferntree Gully, which had been established as a church as early as 1885. St Thomas' only became a separate parish in 1982. (Kennedy 1993:10)

Keith Reid, architect

Keith Reid (1906-1999) designed a large number of predominantly Presbyterian churches, halls and manses in Victoria from the 1940s to the 1980s. From 1933 to 1939 he practised with John A. Pearson, before practising alone from 1933 to 1948. From 1941-43 he worked for the Commonwealth Department of Munitions and from 1943-45 he served in the Army Engineers. On leaving the army at the conclusion of World War II, Reid continued his own practice before M. Murray Foster joined him as a partner in 1949-51. Keith's son John joined the practice in 1967, followed in 1978 by another son Graham, thus forming the Reid Partnership Pty Ltd. Keith Reid retired from full-time practice in 1983. His work included numerous country churches as well as those in the metropolitan area.

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Winzenried, A. P. 1988 *The Hills of Home*, Adelaide.

PROV, VA695 Department of Health (I) VPRS 7882/P1 St Thomas Anglican Church, Upper Ferntree Gully, Unit 1372/11711

Description

Physical Description

St Thomas Anglican Church at 12 Mount View Road, Upper Ferntree Gully is a modernist church designed with a low-pitched gable roof over a high nave. The rectilinear form is relieved on the long elevations by a series of three stained glass windows extending just short of full height from the eaves line. The stained glass is flanked by brick pilasters running the full height of the building. A pattern of 12 square openings with leadlight flank the exterior walls at the choir gallery.

The original entrance has been obscured by a single story brick extension constructed in 1979 by architect Raymond Drayton. This form is slightly offset from the front elevation of the building and the rectilinear brick form runs perpendicular to the main church building and contains the new entrance to the church and toilet/utilities services. Full height windows on the south elevation respond somewhat to the main church and a cross design of protruding header and stretcher bricks references the original anodised crosses included on the façade of the original entrance. The Church retains the original expressed steel cross typical of this time (see St James' Anglican Church, Bogle Banfield 1959). The slightly projected north elevation of the sanctuary is dominated by the recessed cross with leadlight designed in memory of benefactor M. J. Guppy.

Internally the church consists of a rectangular nave with a raised sanctuary at its north elevation crowned by a stained glass recessed cross. The entrance is flanked internally by two brick vestries that are enclosed by the choir gallery above. The interior is finished in streamlined lines of brickwork contrasted by the dark timber beams of the nave. The central cross of stained glass is recessed in the wall above the altar. There are simple wooden furnishings, blue carpet and timber ceiling with several wide windows contributing to the light, airy quality. St Thomas Anglican Church is located on a large block of land adjacent to the recently constructed shopping centre in Upper Ferntree Gully. One wall of the supermarket now forms the boundary of the church site. The landscape setting includes two large maple trees.

Comparative Analysis

Keith Reid was a prolific designer of religious buildings in sole practice designing predominantly Presbyterian churches from 1951-1964. He designed a number of churches in the eastern Melbourne region over this time including: St John the Divine, Croydon 1956, Presbyterian Church, Balwyn North 1952, Presbyterian Church, Glen Iris 1953, Presbyterian Church, Mooroolbark 1953, Presbyterian Church, South Hawthorn 1956, St Andrew's Presbyterian Church East Malvern 1957, Baptist Church, Ashburton 1958, Presbyterian Church Blackburn 1959, Anglican Church Hughesdale 1959, Baptist Church Blackburn North, 1959, Templestowe Uniting Church Complex (former Presbyterian Church) 1962, Baptist Church Canterbury 1962, Presbyterian Church Donvale 1964 and Presbyterian Church Croydon 1965.

The Anglican Church of St John the Divine in Toorak Road, Croydon shares design features with St Thomas' including the high rectangular nave although ancillary spaces at St John are independently expressed at the sides. Other similarities include construction material and wide stained glass windows.

A survey of churches included on the Knox Heritage Overlay, as well as those recommended for heritage protection by previous studies, shows that only three churches have been identified. There are no Post War churches amongst this group. The Uniting Church (former Wesleyan), Scoresby and the Uniting Church (former Methodist), Bayswater date from the later nineteenth century and are included on the heritage overlay. The Wantirna Methodist Church dates from 1913 and has been recommended for heritage protection in the City of Knox Planning Scheme.

Statement of Significance

What is significant?

St Thomas's Anglican Church at 12 Mount View Road, Upper Ferntree Gully, designed by architect Keith Reid in 1959 is significant to the extent of its 1959 fabric. The two maple trees contribute to the setting of the church.

How is it significant?

The modernist brick church, St Thomas' Anglican at 12 Mount View Road, Upper Ferntree Gully is of local architectural, historical and social significance to the City of Knox.

Why is it significant?

St Thomas' Anglican Church is a tangible reminder of the Anglican community's presence in the area following the establishment of the Parochial District of Ferntree Gully in 1904. As the second Anglican church to be built on the site; the first timber church having occupied the location from 1906 to 1922; St Thomas' represents the aspirations of the Anglican community in Upper Ferntree Gully, particularly following its establishment as a separate parish in 1982, and the benevolence of local people in supporting the building of a new church.

St Thomas' Anglican Church is a fine example of a post-war modernist church in the City of Knox and is a good representative example of the work of the Melbourne church architect Keith Reid. As a prolific and notable designer of churches, of which there are many examples throughout the eastern suburbs of Melbourne; Keith Reid was able to draw on a sophisticated but understated modernist interpretation of traditional gothic revival churches. He is noted for his attention to light in the interiors and the care in which simple materials such as standard brick can be used to create texture and rhythm in a building. The addition to the front of the church designed by Raymond Drayton in 1979 is sympathetic to the architectural style and the scale and form of Keith Reid's design is not overly compromised as a result. The modernist design, scale of the nave and the manner in which brick detailing and window openings are used to compose the other three elevations of the church are evidence of its architectural qualities.

St Thomas' Anglican Church as a public and religious building is highly likely to have social value for the community it serves, although this association has not been investigated as part of this assessment.

Recommendation

Of local significance

HERITAGE CITATION REPORT

Name	Upper Ferntree Gully Pre-School and Children and Family Centre
Address	1 Rollings Road, Upper Ferntree Gully
Place Type	Pre-School and Infant Welfare Centre
Citation Date	2015



Figure 11 Pre School and Children and Family Centre , 1 Rollings Road, Upper Ferntree Gully (Source: Context 2015).

**Recommended
Heritage Protection**

Architectural Style Postwar Period (c1950-
c1970)

History and Historical Context

Locality History

The township of Upper Fern Tree Gully was originally regarded as part of Fern Tree Gully and did not exist as a separate entity until the railway line from Ringwood to Upper Fern Tree Gully was opened in 1889. Upper Ferntree Gully has been part of the Shire of Fern Tree Gully (1889-1963), Shire of Sherbrooke (1963-1994), and the Shire of Yarra Ranges (after the realignment of municipal boundaries in 1994), however now most lies within the City of Knox (1994 -). Upper Ferntree Gully forms the southern boundary to the Ferntree Gully National Park, the south western area of the Dandenong Ranges National Park. First reserved as a park in 1882, the park area became popular destination for tourists from the 1870s onwards.

Fern Tree Gully (named because of earlier paintings of the area by the artist Eugene Von Guerard c1858) was founded in 1840 and first settled by John Wood Beilby in c1850. (Coulson 1982: 148) The Upper

Ferntree Gully district was first infiltrated by Thomas Dobson, Sen and family and other timber splitters in c1854 and allotments were then surveyed and selected from c1867 to c1879. (Coulson 1982: 310) Following an Act of Parliament dated 12 December 1884, the railway was extended from Ringwood to Upper Ferntree Gully in 1889, and development from the Beilby area began.

Tourism proved to be a saviour to the commercial sector as Ferntree Gully became one of the most popular destinations for Melbourne people and the popularity of the district was at its height during the 1890s. Weekenders, guest houses, berry farms and gardens were rapidly established throughout the foot-hills and when the narrow-gauge line was completed in 1900 to Gembrook, tourism became a source of income for many people living around the railway precinct. (McInnes 1993: 105) As the station was both a terminus for the National Park and a starting point for the “Puffing Billy” narrow gauge railway, Upper Ferntree Gully predominately became a railway town, with railway staff comprising almost half the town’s population. (Coulson 1982: 315)

The 1920s saw the growth in the availability of the motor car and the electrification of the Ringwood line to Upper Ferntree Gully in 1925 which mutually increased accessibility to visitors and allowed permanent residents to commute to Melbourne daily. The 1920s also saw large scale land sales in the region with the majority sold to town people anxious to have a weekend retreat from the growing rush and hustle of the city. (Wizenried 1988: 154-155) In addition, orchards and market gardens in the area were subdivided for housing, and selling was concentrated around railway stations with house blocks offered by estate agents lyrical about the “lungs of Melbourne” which resulted in a large increase in population. Low cost land on cheap, long-term finance was possible because there were no services, no electricity or reticulated water. (McInnes 1993: 143)

Expansion continued following World War Two as development followed the north-south direction of the railway. The introduction of suburban train fares from 1958 helped to accelerate the change from a once rural area into the outer eastern Melbourne suburb of today. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully railway station to wayside status. In 1967 Burwood Highway was duplicated to its present day arrangement.

Place History

The Upper Ferntree Gully Pre-School and Children and Family Centre was built in 1956 as the Upper Ferntree Gully Infant Welfare Centre and Pre-School. The brick kindergarten was designed by local architect Mervyn V. Cook of Upwey in a modernist style. Early records indicate that the same plan was used at the Upwey Infant Welfare Centre and Pre-School complex and plans show that the two primary functions were originally designed to be separated and slightly offset in plan. Early records also show that Albert Street, Upper Ferntree Gully had been originally selected as the site of the combined centre and Pre-School but due to septic tank restrictions the site at Rollings Road was finally chosen in 1955. (PROV VPRS7882/P1, Unit 1255, 10446)

Capital grants were sought to bolster community fundraising for the centre and according to local residents this money was raised at the annual Christmas and New Year Carnivals held on “The Green” the open area north of Main Road below the railway station. (Dusting-Laird, Sally 2010: 72) Management was transferred from Upper Ferntree Gully Pre-School and Baby Welfare Health Centre Association to the Shire of Sherbrooke in the late 1960s. (PROV VPRS7882/P1, Unit 1255, 10446)

Office and Store room additions were constructed in 1976 and were designed by the Building and Architecture Services Department, Shire of Sherbrooke (B. M. Robinson, Manager). (PROV VPRS7882/P1, Unit 1255, 10446) Additional outdoor shelters and sheds were added in 1979 and 1988 respectively.

At the end of the 19th century, social reformers concerned about the fall in the birth-rate evident in Melbourne, began to campaign for the introduction of measures to decrease infant mortality. The Victorian Baby Health Centres Association (VBHCA) was founded in 1918 and campaigned to make the monitoring

of babies routine. Hospitals were encouraged to refer babies to centres now staffed by specialist nurses, trained initially by the Association and later at the Royal Women's Hospital. The passage of the *Notification of Birth Act* in 1929 ensured that centres were notified of all births, with nursing sisters visiting all new mothers shortly after their confinement. Moving well beyond their philanthropic origins, centres were established across the metropolitan area. In addition to the routine weighing and measuring, centres were often constructed alongside municipal kindergartens and provided a focus for the delivery of health education. They sought to propagate a science of child-rearing, in which mothers were taught to privilege experts over friends or relatives as sources of advice. The opening of the Lady Gowrie Centre in Carlton in 1939 took this role to new heights with the outcomes of its research used to establish norms to be applied across the nation.

The Infant Welfare Movement first began in the Shire of Ferntree Gully in 1922 when the pioneers of the movement Dr. Younger Ross and Sister Muriel Peck sought a grant to establish centres at Ferntree Gully and Belgrave. The first centre was built in 1934 at Monbulk and subsequent health centres were opened at Bayswater Hall and the Boronia Progress Hall in 1937. Sister E. Beggs worked at the Ferntree Gully and Upper Ferntree Gully centres during the 1950s. (McInnes 1993:173; PROV VPRS7882/P1, Unit 1255, 10446)

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Winzenried, A. P. 1988 *The Hills of Home*, Adelaide.

PROV, VA695 *Department of Health (I)* VPRS 7882/P1 General Health Centre Infant Welfare & Pre-School Centre, Cnr Burwood Highway and 1 Rollings Road, Upper Ferntree Gully, Unit 1225/10446.

Description

Physical Description

The Upper Ferntree Gully Pre-School and Children and Family Centre is a single storey modernist building. The building is rectangular in plan with a vestibule 'pram park' at the front (west) of the building inset from the rest of the building at its rear (southern elevation).

Entry is granted at the midpoint of the northern side-elevation which separates the two main functions of the building; the open playroom of the Pre-School (to the east) from the rooms associated with the Baby Health Centre. Administration and amenity rooms are also placed centrally in the building.

A shallow skillion roof with deep overhangs extends the entire length of the building with a lower skillion roof over the 'pram park'. External walls are constructed in orange brick and the principle north frontage incorporates vast areas of glazing to maximise favourable northern light to the playroom (external canvas blinds were later proposed but no longer exist). There is a full height bay of multi-paned timber framed windows to the playroom, and half height bays extending to the underside of the eaves provide natural light to the Baby Health Centre and 'pram park'. Fenestration on the rear elevation is placed under the eaves line. Heating was originally supplied through a brick fireplace in the playroom that was later replaced by oil and then gas heating systems.

A small addition was constructed at the rear of the building (at the far end of the pre-school playroom) in 1976 and included a new office and store room to match the existing design.

Comparative Analysis

There are no pre-school or infant welfare centres included on the heritage overlay to the Knox City Planning Scheme.

A survey of similar building types recommended for heritage protection by previous studies, shows that three places have been identified. The Bena Angliss Kindergarten, Ferntree Gully is considered to be the first kindergarten to open in the Shire of Ferntree Gully in 1949. The building is significant for its connections with the Angliss Foundation and the Free Kindergarten Movement in Victoria. The Basin Kindergarten, The Basin, completed in 1958 is a kindergarten that represents an important amenity supported by community action. The Marie Chandler Maternal and Child Health Centre, Boronia built in 1951 has since been demolished.

Recommendation

This modernist brick Pre-School and Baby Health Centre at 1 Rollings Road, Upper Ferntree Gully, designed by local architect, Mervyn V. Cook of Upwey in 1958 is of local interest. The combined centre is likely to have social value as an example of a local amenity supported by community action.

While the building illustrates the development of the Infant Welfare Movement in the City of Knox in the 20th century, the Bena Angliss Kindergarten at Ferntree Gully is an earlier example with significant historical associations and considered to be a better heritage example.

Name	House
Address	1 Dawson Street, Upper Ferntree Gully
Place Type	Residential
Citation Date	2015



Figure 12 House, 1 Dawson Street, Upper Ferntree Gully (Source: Context 2015).

**Recommended
Heritage Protection**

Architectural Style Mid-Twentieth Century
(1940-1960)

History and Historical Context

Locality History

The township of Upper Fern Tree Gully was originally regarded as part of Fern Tree Gully and did not exist as a separate entity until the railway line from Ringwood to Upper Fern Tree Gully was opened in 1889. Upper Ferntree Gully has been part of the Shire of Fern Tree Gully (1889-1963), Shire of Sherbrooke (1963-1994), and the Shire of Yarra Ranges (after the realignment of municipal boundaries in 1994), however now most lies within the City of Knox (1994 -). Upper Ferntree Gully forms the southern boundary to the Ferntree Gully National Park, the south western area of the Dandenong Ranges National Park. First reserved as a park in 1882, the park area became popular destination for tourists from the 1870s onwards.

Fern Tree Gully (named because of earlier paintings of the area by the artist Eugene Von Guerard c1858) was founded in 1840 and first settled by John Wood Beilby in c1850. (Coulson 1982: 148) The Upper Ferntree Gully district was first infiltrated by Thomas Dobson, Sen and family and other timber splitters in c1854 and allotments were then surveyed and selected from c1867 to c1879. (Coulson 1982: 310)

Following an Act of Parliament dated 12 December 1884, the railway was extended from Ringwood to Upper Ferntree Gully in 1889, and development from the Beilby area began. The Royal Hotel was opened in August 1889 as a prelude to the opening of the railway line a few months later (opened by the Hon. Duncan Gillies, M.L.A. on 3 December 1889) and is a landmark in the development of the Ferntree Gully tourist industry. Modernised in 1935 (the remodelled façade is attributed to prolific Art Deco architect Harry Norris, the designer of Burnham Beeches), and located directly opposite the Upper Ferntree Gully Railway Station, the hotel became a mecca and served the Shire for social needs and services in times of disaster. (McInnes 1993: 162)

Tourism proved to be a saviour to the commercial sector as Ferntree Gully became one of the most popular destinations for Melbourne people. The railway brought thousands of visitors to the hills annually and the introduction of Cheap Excursion Sunday trains in the summer months from 1894, and the passing of the Bill authorising the construction of the narrow gauge line from Upper Ferntree Gully to Gembrook, brought tourists in ever increasing numbers. (Talbot 2002: 16) The popularity of the district was at its height during the 1890s. Weekenders, guest houses, berry farms and gardens were rapidly established throughout the foothills and when the narrow gauge line was completed in 1900 tourism became a source of income for many people living around the railway precinct. (McInnes 1993: 105) As the station was both a terminus for the National Park and a starting point for the “Puffing Billy” narrow gauge railway, Upper Ferntree Gully predominately became a railway town, with railway staff comprising almost half the town’s population. (Coulson 1982: 315)

The present railway station was built to cope with increased tourist traffic in the early 1910s and refreshment rooms were incorporated in the new building in that part of the station now used as a waiting room. (Coulson 1982: 314) The 1920s also saw the growth in the availability of the motor car and the electrification of the Ringwood line to Upper Ferntree Gully in 1925 which mutually increased accessibility to visitors and allowed permanent residents to commute to Melbourne daily. The 1920s also saw large scale land sales in the region with the majority sold to town people anxious to have a weekend retreat from the growing rush and hustle of the city. (Wizenried 1988: 154-155) In addition, orchards and market gardens in the area were subdivided for housing, and selling was concentrated around railway stations with house blocks offered by estate agents lyrical about the “lungs of Melbourne” which resulted in a large increase in population. Low cost land on cheap, long-term finance was possible because there were no services, no electricity or reticulated water. (McInnes 1993: 143)

Expansion continued following World War Two as development followed the north-south direction of the railway. The introduction of suburban train fares from 1958 helped to accelerate the change from a once rural area into the outer eastern Melbourne suburb of today. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully railway station to wayside status. In 1967 Burwood Highway was duplicated to its present day arrangement.

Place History

The house located at 1 Dawson Street was built c1941 when Kathleen Winters, a married woman of Main Road, Upper Ferntree Gully purchased the land in 1941 (LV Vol. 6471 Fol. 1294116). Mrs Winters owned the land until her death in 1981 when the land was granted to Margaret Mary Hanlon (married woman) of 18 Smithdene Avenue East Ringwood and Kathleen Mary Comerford (married woman) of 9 Curtis Street Essendon. The land was then transferred to Gatjag Nominees Pty. Ltd. of 682 Highbury Road Glen Waverley. The house now contains doctor’s rooms.

The house is associated with the Winters Family, an early family of the region who are mentioned in Helen Coulson’s *Story of the Dandenongs*. She notes that Jas. Winters opened a blacksmith’s shop and stables at the south western corner of Dawson Street in 1913 and the main road. His son, John Winters conducted the shop in this location until it was sold in 1951. (Coulson 1982: 318)

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Talbot, Clarrie October 2002, *Upper Ferntree Gully*, Knox Historian, No. 5.

Winzenried, A. P. 1988 *The Hills of Home*, Adelaide.

Land Victoria, *Certificate of Title 1941* Vol. 6471 Folio. 1294116, accessed 9 June, 2015.

Description

Physical Description

The house at 1 Dawson Street is a single storey timber cottage with a corrugated iron hip roof line. It is set back from the street on a large lot in the heart of the Upper Ferntree Gully township. The house is arranged in a simple rectangular plan with a projecting front room towards the street (west) and an entrance portico at this junction. Two brick chimneys are arranged along the outside wall of the northern elevation and have been painted below the eaves line.

The house is clad in timber weatherboard and the timber framed double hung windows are gridded. Timber brackets above the windows contain fabric exterior blinds. The timber entrance door is decorative in a simple Moderne style. The house is essentially original with little alteration.

Comparative Analysis

No houses from the interwar period (1920-1940) have been identified in previous heritage studies in the Upper Ferntree Gully area. Two houses (c1930) have been identified in the Ferntree Gully area as having local heritage significance as representative of subdivision and development in the area following World War their Significance is also attributed to their association with pioneering families of the area.

Recommendation

The land and house at 1 Dawson Street has association with the Winters family who ran a blacksmith shop and stables in Upper Ferntree Gully from 1913. The house was built by Kathleen Winters who owned the land from 1941- 1981.

1 Dawson Street Road is a very intact example of an late Inter-war bungalow, however further comparative analysis with other houses of the period is needed before it can be established that this house has architectural qualities or rarity value sufficient to meet the threshold of local significance.

It could be re-assessed as part of a wider locality or typology –based heritage study.

Although not recommending 1 Dawson Street for a Heritage Overlay at this time, its retention should be encouraged.

HERITAGE CITATION REPORT

Name	House
Address	3 Rollings Road, Upper Ferntree Gully
Place Type	Residential
Citation Date	2015



Figure 13 House, 3 Rollings Road, Upper Ferntree Gully (Source: Context 2015)

**Recommended
Heritage Protection**

Architectural Style Interwar Period (c1919-
c1940)

History and Historical Context

Locality History

The township of Upper Fern Tree Gully was originally regarded as part of Fern Tree Gully and did not exist as a separate entity until the railway line from Ringwood to Upper Fern Tree Gully was opened in 1889. Upper Ferntree Gully has been part of the Shire of Fern Tree Gully (1889-1963), Shire of Sherbrooke (1963-1994), and the Shire of Yarra Ranges (after the realignment of municipal boundaries in 1994), however now most lies within the City of Knox (1994). Upper Ferntree Gully forms the southern boundary to the Ferntree Gully National Park, the south western area of the Dandenong Ranges National Park. First reserved as a park in 1882, the park area became popular destination for tourists from the 1870s onwards.

Fern Tree Gully (named because of earlier paintings of the area by the artist Eugene Von Guerard c1858) was founded in 1840 and first settled by John Wood Beilby in c1850. (Coulson 1982: 148) The Upper Ferntree Gully district was first infiltrated by Thomas Dobson, Sen and family and other timber splitters in c1854 and allotments were then surveyed and selected from c1867 to c1879. The Upper Ferntree Gully Quarry was opened in c1888 to supply metal for the formation of the railway from Ringwood to Ferntree Gully. (Coulson 1982: 310; McInnes 1993: 182)

Following an Act of Parliament dated 12 December 1884, and pressure for the line to Upper Ferntree Gully from the local Railway Leagues, the railway was extended from Ringwood to Upper Ferntree Gully in 1889, and development from the Beilby area began. The Royal Hotel was opened in August 1889 as a prelude to the opening of the railway line a few months later. The hotel was erected by a syndicate known as the *Ferntree Gully Property and Hotel Company* and is a landmark in the development of the Ferntree Gully tourist industry. Modernised in 1935 (the remodelled façade is attributed to prolific Art Deco architect Harry Norris, the designer of Burnham Beeches), and located directly opposite the Upper Ferntree Gully Railway Station, the hotel became a mecca and served the Shire for social needs and services in times of disaster. (McInnes 1993: 162)

Hon. Duncan Gillies, M.L.A. declared the railway line from Ringwood to Upper Fern Tree Gully open for traffic on 3 December 1889. The original railway station was located on the site of the existing goods shed and a refreshment room provided in another nearby shed. (Coulson 1982: 314) Tourism proved to be a saviour to the commercial sector as Ferntree Gully became one of the most popular destinations for Melbourne people. The railway brought thousands of visitors to the hills annually and the introduction of Cheap Excursion Sunday trains in the summer months from 1894, and the passing of the Bill authorising the construction of the narrow gauge line from Upper Ferntree Gully to Gembrook, brought tourists in ever increasing numbers. (Talbot 2002: 16) The popularity of the district was at its height during the 1890s. Weekenders, guest houses, berry farms and gardens were rapidly established throughout the foot-hills and when the narrow gauge line was completed in 1900 tourism became a source of income for many people living around the railway precinct. (McInnes 1993: 105) As the station was both a terminus for the National Park and a starting point for the “Puffing Billy” narrow gauge railway, Upper Ferntree Gully predominately became a railway town, with railway staff comprising almost half the town’s population. (Coulson 1982: 315)

The present railway station was built to cope with increased tourist traffic in the early 1910s and refreshment rooms were incorporated in the new building in that part of the station now used as a waiting room. (Coulson 1982: 314) The 1920s also saw the growth in the availability of the motor car and the electrification of the Ringwood line to Upper Ferntree Gully in 1925 which mutually increased accessibility to visitors and allowed permanent residents to commute to Melbourne daily. The 1920s also saw large scale land sales in the region with the majority sold to town people anxious to have a weekend retreat from the growing rush and hustle of the city. (Wizenried 1988: 154-155) In addition, orchards and market gardens in the area were subdivided for housing, and selling was concentrated around railway stations with house blocks offered by estate agents lyrical about the “lungs of Melbourne” which resulted in a large increase in population. Low cost land on cheap, long-term finance was possible because there were no services, no electricity or reticulated water. (McInnes 1993: 143)

Expansion continued following World War Two as development followed the north-south direction of the railway. The introduction of suburban train fares from 1958 helped to accelerate the change from a once rural area into the outer eastern Melbourne suburb of today. In 1962 the broad gauge electric line to Belgrave opened, replacing the now closed narrow gauge, reducing Upper Ferntree Gully railway station to wayside status. In 1967 Burwood Highway was duplicated to its present day arrangement.

Place History

In 1922 William Munn, a labourer, purchased lots 4, 5, 6 on Rollings Road, Upper Ferntree Gully (present day numbers 3 and 5 Rollings Road). Munn subdivided the land and sold lot 6 (5 Rollings Road) to Edith [K?]erry on 5 June 1929 and lots 4 and 5 (3 Rollings Road) to Alexander Douglas McLean on 18 July 1934. (LV vol. 4625 fol. 924968).

The date of construction of the house is unknown but stylistic analysis of the timber bungalow and the subdivision plans suggest the house was constructed c1930s. This is also supported by the residential development of Ferntree Gully between the wars accelerated by the electrification of the railway in 1925. There were more than 200 sub-divisions in the Shire of Ferntree Gully between 1920 and 1935. (McInnes 1993:154)

The Munn family is mentioned in local histories as having originally settled at Lower Ferntree Gully in 1884 but during the 1890s Mrs. Munn conducted the kiosk at the National Park and prior to the First World War took charge of the refreshment rooms at the Upper Gully station. Bill Munn, who was born in California, owned an interest in a quarry situated in Railway Road north of the station and much of the metal used in the formation of the narrow gauge track was obtained from there. The William Munn Oval at Brenock Park is named in his honour. (Coulson 1982:314)

Sources

- Coulson, Helen 1982, *Story of the Dandenongs*, Melbourne.
- McInnes, Margaret 1993 *City of Knox Heritage Study 1993*, Knox.
- Talbot, Clarrie October 2002, *Upper Ferntree Gully*, Knox Historian, No. 5.
- Winzenried, A. P. 1988 *The Hills of Home*, Adelaide.
- Land Victoria, *Certificate of Title 1922* Vol. 4625 Folio. 924968, accessed 9 June, 2015.

Description

Physical Description

The house at 3 Rollings Road, Upper Ferntree Gully is a single storey detached bungalow believed to have been constructed in the interwar period, c1920s-1930s.

The house is arranged in a simple square plan with a slightly projected front room towards the street (west). The roof forms are hipped with a single red brick chimney on the outside wall of the northern elevation visible from the street. The walls are clad in painted timber weatherboard above an exposed red brick foundation. The exposed corrugated iron roof is extended to form the front verandah which is supported by pairs of timber posts on brick piers to match the foundations. The brackets to the verandah have been added.

Windows to the front of the property are in banks of three with decorative six-over-one double-hung sashes. A timber brackets above the front projected window contains a fabric exterior blind. The house is essentially original with little alteration apart from added brackets to the verandah.

Comparative Analysis

No houses from the interwar period (1920-1940) have been identified in previous heritage studies in the Upper Ferntree Gully area. Two houses (c1930) have been identified in the Ferntree Gully area as having local heritage significance as representative of subdivision and development in the area following World War I. Significance is also attributed to their association with pioneering families of the area.

Recommendation

The land at 3 Rollings Road has some historic interest for its association with the Munn family of whom local histories mention various family members being engaged in activities in the locality. It appears that the land was owned by William Munn and sold prior to the house being constructed in the 1930s. The house itself does not appear to have a connection with the Munn family.

3 Rollings Road is a very intact example of an Inter-war bungalow, however further comparative analysis with other houses of the period is needed before it can be established that this house has architectural qualities or rarity value sufficient to meet the threshold of local significance. It could be re-assessed as part of a wider locality or typology –based heritage study.

Although not recommending 3 Rollings Road for a Heritage Overlay at this time, its retention should be encouraged.