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Wilson Street, looking east from the "Bull and Mouth". The "Locarno" is in the middle distance and the "Royal" at the far end of the block.

### 2.1.3 Significance

The Wilson/Firebrace/Pynsent Streets Central Area is culturally important for its ability to demonstrate aspects in the growth of Horsham's commercial centre from the 1880's and earlier (criterion A). These aspects include the establishment of Wilson Street as the prime location for the City's hotels from at least the 1870's (the "Commercial") and its continuing dominance during the inter-war years with the opening of the "Locarno" in 1928. They include the development of the intersection as the focus of Horsham's business centre, known for many years as Ryan's and later Langland's Corner. Pynsent Street recalls the halcyon years of Horsham's theatre going decades when it was referred to as "Horsham's bright Broadway" (criterion G), taking over, presumably, from Wilson Street where the "Victoria Picture Hall Buildings" survive. The former National Bank (1871) is important also as an early building in the area recalling Horsham's many similar bank buildings now demolished (criterion B). Finally, the town hall and former municipal buildings are valuable in their capacity to demonstrate the growth of local government services and civic amenity during the pre-World War II era.

## 2.2 The Dooen Road Residential Area

### 2.2.1 Historical Background

The Dooen Road, providing the main link between Horsham, Dooen and Murtoa, was reserved from sale when the grantees including J.S.Bowden, G. Langlands, J.Newman

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and others took possession of their extensive holdings on either side from the mid 1850's. The North-Western Railway from Murtoa was opened as far as Horsham on 5.2.1879 and it occupied the land along the north side of the road until rounding a curve into the station yard, as it does today, to the north of Palk Street. The residential land on either side was presumably vacant at that time, the appearance of the houses today suggesting that development did not get underway until the first decade of this century. By this time the wide road reservation and its status as a major line of approach to the Borough was attracting some of its more prestigious houses. By 1910 there were seven weatherboard houses and one brick house on the south side and at least three weatherboard houses on the north side<sup>6</sup> between the railway and Baillie Street. They included "Springfield", the home of James Petrie, the draper, which survives at no.19 and Norman Turner's house at no.17, both on the north side. On the south side, houses which survive from this period include Arthur Rodger the politician's house at no.16 and Samuel Bleakley the farmer's house at no. 46. Some growth was sustained during the next decade and by 1926<sup>7</sup> there were fifteen houses on the south side of Dooen Road between Baillie Street and present no. 60 whereas there are some twenty-one premises there today. On the north side, there were twelve houses between Baillie Street and "Glen Logan" (1926) comparing with the eighteen premises along this frontage today. One early view<sup>8</sup> shows that there was originally a central avenue bordered by a plantation along the Dooen Road with narrow roads on either side.

A similar residential development pattern occurred in Palk, McPherson, Searle and Harriett Streets where they are located in the Area, all of the houses being of timber construction.

### **2.2.2 Description**

Today, the Dooen Road continues to be distinguished from other major roads by its width, there being two wide central lanes as well as parking lanes bordered by wide nature strips and the fences and hedges of the houses which overlook it. It lacks the distinctive treatment of a nineteenth century or Edwardian period boulevard but retains the sense of spaciousness so characteristic of the major ornamental thoroughfares of these periods.

The houses imparting architectural distinction to the area are predominantly of the post Federation and inter war periods and are collectively important for their opulence, spacious grounds and high levels of integrity. The Dooen Road, and to a lesser extent its intersecting streets, appear to have been highly valued by the community as a residential location, the houses from both periods bearing witness to this formative consideration. Most notable, having regard to its spacious and prominent location but also including its garden and freely interpreted Romanesque manner is "Glen Logan", at the Palk Street corner. Built by the Boltons in 1926, it occupies a crucial situation in the Dooen Road area, being the first grandiose property that one encounters upon arrival from the east. As

<sup>6</sup> Entries in Rate Book, made 12.12.1910.

<sup>7</sup> Ibid, made 7.1.1926.

<sup>8</sup> Brooke B. and Finch A., *op.cit.*, undated view, p.265.

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such it foreshadows other houses to come and in this way helps to confirm one of the most important civic themes of the City. "Glen Logan" faces "Penzance" at no. 50, a large Californian Bungalow set well back from the public domain and approached by a sweeping driveway. Like its neighbour, "Penzance" bears testimony to the importance of American domestic architectural influences during the formative years of the Area.

Elsewhere, the houses are typically smaller but by no means ungenerous in their garden settings and shady verandahs, examples from the Federation period making an important contribution. The other streets which make up the area are not dissimilar although the larger villas are absent. Nevertheless, "Greyholm" in McPherson Street is an important house in the Californian Bungalow style, made especially valuable by the survival of its unpainted rough cast walls, once so characteristic of the period.



The Dooen Road, looking south-west from Palk Street (1997).

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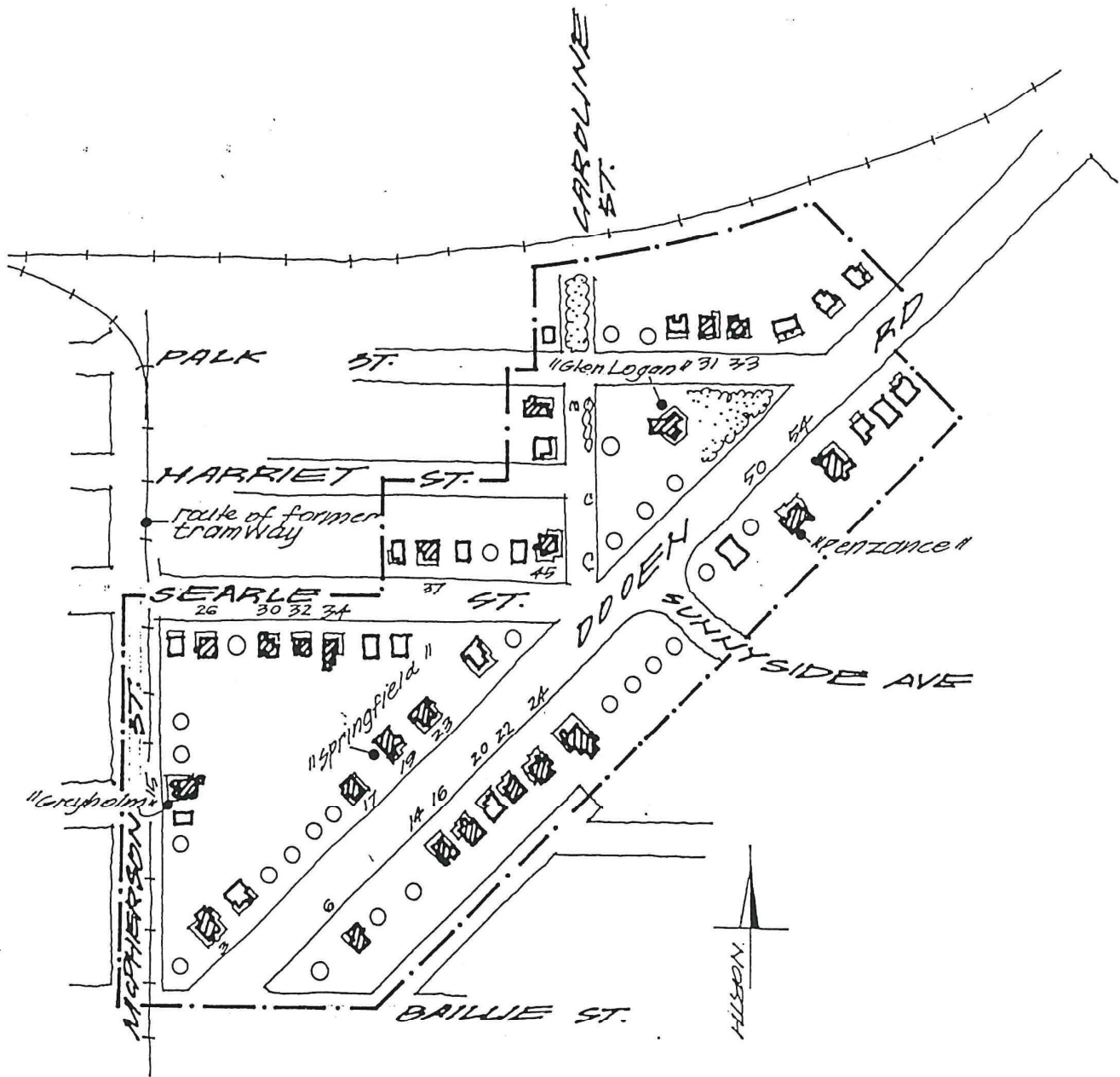


34 Searle Street



"Glen Logan"

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Legend:

-  Important Place
-  Contributory Place
-  Not important Place
-  Boundary of Area

The Dooen Road Residential Area (1997)

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"Greyholm", McPherson Street



"Penzance", Dooen Road

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### **2.2.3 Significance**

The Dooen Road Residential Area is culturally important for its ability to demonstrate aspects in the growth of Horsham's residential areas (criterion A). This importance is characterized by the manner in which the Area and the Dooen Road in particular attracted a sufficiently large number of the Borough's most prestigious houses from the first decade of this century until the mid nineteen twenties to establish its most sought after residential enclave. Today, the Dooen Road Area imparts identity to the City of Horsham as a whole and is noteworthy for its architectural values and the garden settings of its post Federation and inter war period houses. It is important also as a gateway of distinction to the City.

## **2.3 The Natimuk Road Residential Area**

### **2.3.1 Historical Background**

To the east of Bennett Road the land which faces the Racecourse and Recreation reserve across the Natimuk Road was purchased from the Crown by J Wilson. To the west, the land on the north side was acquired by J.M. Darlot and A. McLachlan. To the south, all of the land between Bennett Road and Drummond Street was purchased by the Wilson brothers. James Darlot was an early overlander and in partnership with Archibald McLachlan leased a run of some 100,000 acres that included the site of Horsham. They subsequently purchased the freehold of several allotments including the land facing the Natimuk Road.

Residential development, however, was not to follow for many years and when it did, it would appear to have been attracted to this address for reasons similar to those prevailing earlier at Dooen Road. The thoroughfare was a very wide one, wider in fact than the Dooen Road where it opened out into the Reserve at its eastern end. It was also situated on the "High Road" into town and had the added advantage of being near the Recreation Reserve. In spite of these considerations, though, development did not begin until the early nineteen twenties. Only then were the weatherboard houses at nos. 59, 61 and 63 commenced<sup>9</sup>. On the north side, Willan Schmidt's weatherboard house at no.6 was in existence prior to 1921. The highly original home of John Frounce at no. 2 had been built by 1926 along with the weatherboard houses at nos. 12, 16, 22 and 38. Further development followed during the second half of the decade by which time the majority of houses imparting character and significance to the Area had been built.

It was not until the next decade, however, that "Como Lodge", - the last of the big houses, which was to affirm the social status of the Natimuk Road as a residential area of standing in the community, was built. It was the home of W.J. Thornley, cordial manufacturer, and the family's choice of an architectural style – that of the English Domestic Revival – is a sign of its comparatively late date. Natimuk Road was to see

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<sup>9</sup> Rate Book: 1920-21.