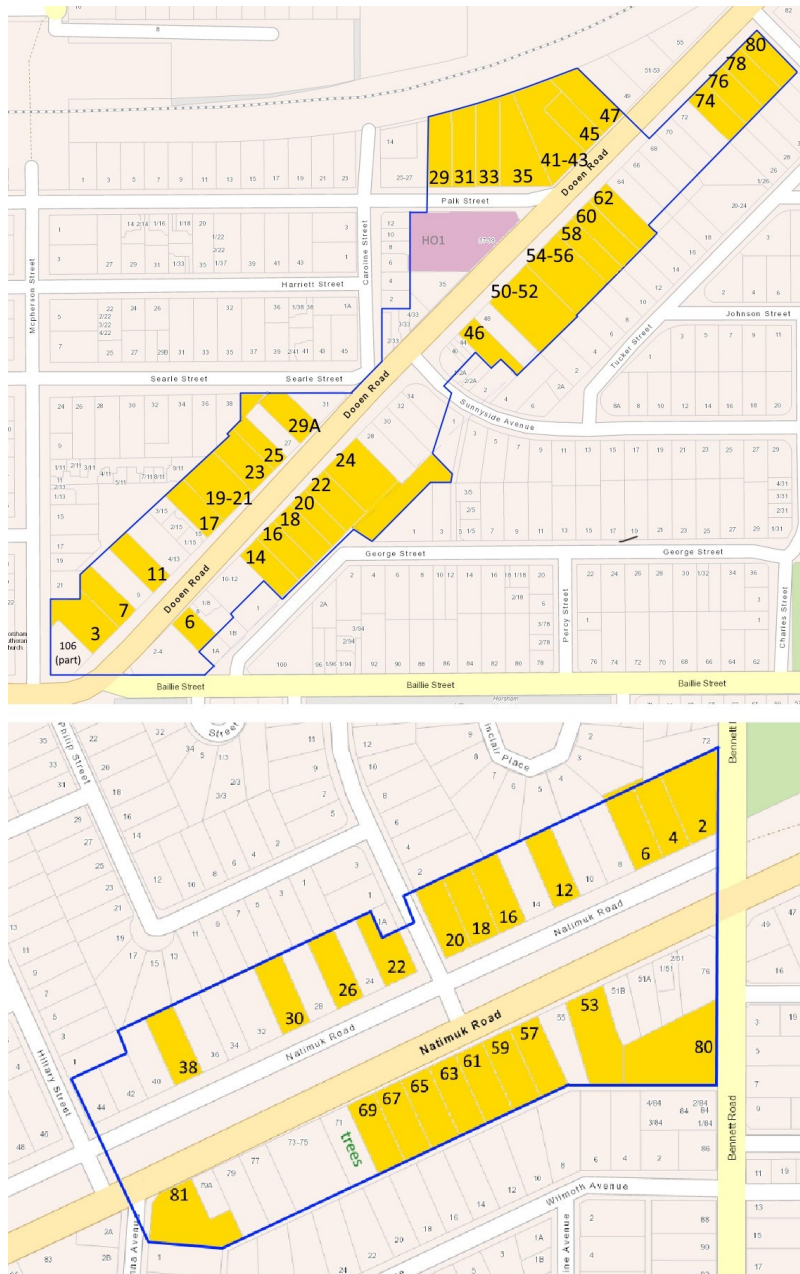


HERITAGE CITATION REPORT

name: Natimuk and Dooen Roads Residential Precinct
Address: 3-47 & 2-80 Dooen Road HORSHAM
106 (part) Baillie Street HORSHAM
29-35 Palk Street HORSHAM
2-44 & 2/51-81 Natimuk Road HORSHAM
76-80 Bennett Road HORSHAM
Place Type: Residential Precinct
Citation Date: 2022



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Dooen and Natimuk Roads Precinct

**Recommended
Heritage Protection** **VHR -**

 HI -

 PS
 Yes

Integrity

Relatively high integrity - refer map for contributory items.

History and Historical Context

Dooen Road sub-precinct

Dooen Road, which provided the main link to Dooen and Murtoa, would develop a similar character in the early 1900s, appealing to those who were seeking a more salubrious address, at a comfortable distance from the town centre, and had the means to do so.

Dooen Road was reserved from sale when the grantees including J.S. Bowden, G. Langlands, J. Newman 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.[0]

With Horsham showing signs of greater prosperity in the early twentieth century, there began a period of significant building development on Dooen Road of high-quality suburban homes, or suburban villas. In 1908 the *Horsham Times* noted the 'active state of the building trade', declaring: 'In every street the sound of the carpenter's hammer may be heard, and our columns containing notices from architects calling for tenders for both residences and business establishments'. One of the buildings it noted was the 'fine new weatherboard residence for Mr R.W. Puls'.[1] The allotments in these streets were part of a recent subdivision in Horsham that provided new building sites for larger homes. 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 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.[0]

Many of those who built new homes in these areas in the period from the early 1900s and into the late 1920s were from prominent or affluent local families, like the Bleakleys (who seem to have represented Horsham 'society') and who appear to have owned several homes in the street. Dooen Road offered those seeking to build a new villa or modern home on a superior building allotment. At that time there was considerable social status associated with living on a main road.

In 1912, David Harper was also building a new residence on Dooen Road designed by local architect Mr Smith; the builder was W.F. Allan.[2] Two years later, an established home on Dooen Road that belonged to successful farmer Samuel and his wife Sophia Bleakley was renovated. The house, known as 'Cavan' after Bleakley's birthplace, was 'a very old landmark in Horsham' and in 1912 it was entirely rebuilt, with the front portion of the house considerably enlarged and a new verandah erected all around the building.[3] The house had a substantial garden, planted with numerous exotic trees.

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By 1919, there were signs of 'an approaching building revival in Horsham'. In Dooen Road, three new residences were being erected: one was for Frank Young; a 'hardwood bungalow villa' was being built for Messrs Newton and Fartch; while J.C. Dripps had let a contract for a 'modern home'.^[4]

New building continued through the 1920s with a large number of well-built Californian Bungalows being erected. In 1923 it was reported that there were 'many new residences erected on the Dooen Rd'. Some of these would appear to be architect-designed, judging from the finishing details to the exteriors and in some cases, a superior mix of materials, including stone, rather than the more run-of-the-mill weatherboards. Some other interwar styles were also built, including English Tudor Revival. In 1924 tenders were called for the purchase of J A Millar's 'modern villa, with all conveniences, ideally situated on the Dooen Road'.^[5] By 1926 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 shows that there was originally a central avenue bordered by a plantation along the Dooen Road with narrow roads on either side.^[0]

Natimuk Road sub-precinct

Natimuk Road was an early established route between Horsham and the smaller not too distant township of Natimuk. To the west of Bennet Road, the land on the north side was acquired from the Crown by JM 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 Natimuk Road.^[0]

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 face 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 advantages, development did not begin until the early 1920s. Only then were weatherboard houses at nos. 59, 61 and 63 commenced. On the north side, Willam 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.^[0]

Obtaining a building allotment on Natimuk Road was desirable because it was an attractive wide roadway and was sufficiently distant from the centre of town to give it a suburban character.

[0] Andrew Ward, 'Limited Heritage Study for the Rural City of Horsham', 1998.

[1] *Horsham Times*, 13 March 1908.

[2] *Horsham Times*, 1912.

[3] *Horsham Times*, 20 January 1914

[4] *Horsham Times*, 1919.

[5] *Horsham Times*, 1923 and 1924.

Reference:

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Horsham Times Newspaper

Description

Physical Description

Natimuk Road:

North and south sides of Natimuk Road, consisting of c1920s – 1940s dwellings.

Generally consistent setbacks and allotment sizes, with little subdivision having occurred to date. Fencing to north side is generally low, picket or cyclone wire fence with some hedge and other styles. South side fencing is more mixed with some higher fencing.

Dwellings are almost all timber framed, weatherboard clad bungalow style dwellings, though there are a few face brick and rendered houses (22 & 81 Natimuk Road). Verandahs are generally incorporated under the main roof and retain decorative timber fretwork in differing styles. Roof pitches are generally 30 degrees or higher. Federation bungalows often feature complex roof forms incorporating enveloping hips and multiple gables. Most interwar California Bungalows have gabled roofs, often with a minor gable to the façade, with later examples returning to simple hipped roofs.

Masonry bases to verandah piers are seen to several California Bungalows, often replicating surface treatments to chimneys, which are otherwise face or painted brick. Dwellings to the south side are slightly larger and more distinctive.

Several established gardens exist as well as a few significant date palms. The median strip contains a row of established eucalypts.

Dooen Road:

North and south sides of Dooen Road, consisting of early twentieth century – interwar dwellings, including fencing and streetscape elements.

Generally consistent setbacks and allotment sizes, with little subdivision having occurred to date. Some larger (double) allotments within precinct. Fencing to north side is generally lower, picket or cyclone wire fence with some hedge and other styles. South side fencing is more mixed with a greater proportion of higher fencing. Some houses retain an original front fence and gate (62 & 74 Dooen Road), while other just retain an original gate (22 & 54 Dooen Road).

Nearly all dwellings are timber framed, weatherboard clad bungalow style dwellings. A few interwar dwellings have walls of face brick (HO1 39 Dooen Road) and roughcast-rendered masonry (3, 50 & 62 Dooen Road). Verandahs are generally incorporated under the main roof and retain decorative timber fretwork in differing styles. Roof pitches are generally 30 degrees or higher. The handful of Victorian Italianate dwellings have hipped roofs with a long transverse ridge (14, 17, 19, 23, 29 & 68 Dooen Road), with some featuring projecting bay windows. Federation bungalows often feature complex roof forms incorporating enveloping hips and multiple gables. Most interwar California Bungalows have gabled roofs, often with a minor gable to the façade, with later examples returning to simple hipped roofs.

Masonry bases to verandah piers are seen to several interwar California Bungalows, often replicating surface treatments to chimneys, which are otherwise face or painted brick.

Dwellings to the south side are slightly larger and more distinctive, while there is a notable collection of Victorian

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houses on the north side.

Physical Condition

Fair to good condition - evidence of cracking of masonry buildings common.

Australian Heritage Commission Criteria

Relevant HERCON Criteria

Criterion A: Importance to the course, or pattern, of our cultural or natural history. (buildings illustrate the pattern of development of Horsham township from the 1880s through to the interwar period)

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments. (illustrating the settlement and growth in a regional centre of post-contact period in western Victoria, and common early 20th styles such as Federation bungalows and interwar California Bungalows.)

Criterion E: Importance in exhibiting particular aesthetic characteristics. (late 19thC and early 20thC buildings of design merit and good integrity)

Comparative Analysis

The two sub-precincts, on Natimuk Road and Dooen Road, retain early housing stock, spacious blocks and a gracious atmosphere that distinguish them as two of the most desirable streets to live on in Horsham during the Edwardian and interwar period. The houses are generally highly intact as viewed from the street and set behind generous front gardens and sympathetic or original front fences. Together they act as gateways from the south-west and north-east, displaying Horsham's early 20th century prosperity.

Statement of Significance

What is significant?

Natimuk and Dooen Road Residential Precinct is significant. It comprises two sub-precincts:

- . 2-44 & 2/51-81 Natimuk Road, and 76-80 Bennett Road
- . 3-47 & 2-80 Dooen Road, 106 (part) Baillie Street, and 29-35 Palk Street

The elements of heritage value include:

- . Houses built between c1880 and 1940 in their garden settings in the Dooen Road sub-precinct, including a Canary Island palms at 22 Dooen Road.
- . Houses built between 1920 and 1940 in their garden settings in the Natimuk Road sub-precinct, the broad landscaped median reserve planted with eucalypts, as well as three Canary Island palms at 71 Natimuk Road.
- . Early and original front fences and/or gates, found at 4, 6, 26, 38, 53, 61, 69 & 81 Natimuk Road, 80 Bennett Road, and 22, 54 & 62 Dooen Road. And the original 1920s garage retaining folding timber doors at 81 Natimuk Road.

There is an individually significant place in the precinct: HO1 'Glen Logan' at 39 Dooen Road. This place

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includes Tree Controls for mature Canary Island Palms and a Bunya Bunya pine.

Contributory properties are at 80 Bennett Road; 53, 57-69, 81, 2-6, 12, 16-22, 26, 30 & 38 Natimuk Road; 3-7, 11, 17-25, 29, 41-47, 6, 14-24, 46, 50-62, 68 & 74-80 Dooen Road, and 29-35 Palk Street. Among them are houses of particular note at 53 & 81 Natimuk Road, 80 Bennett Road, and 3, 24 & 50 ('Penzance') Dooen Road. Nearly all houses are constructed of timber, with weatherboard cladding, and feature complex or simple hipped and gable roofs with encircling verandahs.

How is it significant?

The Natimuk and Dooen Roads Residential Precinct, Horsham, is of local historic, representative and aesthetic significance to Horsham Rural City.

Why is it significant?

The Natimuk and Dooen Roads Residential Precinct, Horsham, illustrates:

. Residential growth and development of suburban Horsham from the 1880s to the interwar period. The extant residential buildings along Natimuk and Dooen roads illustrate the scale, prosperity and needs of the late 19th century town as it grew and developed into a city. Once Dooen Road began to be built out in the early interwar period, Natimuk Road took over as the most sought-after residential enclave for new development. (Criterion A)

. The scale and design merit of a collection of buildings in the precinct demonstrate the increasing prosperity of the city in the late 19th century and affluence of a larger proportion of its residents. A number of buildings in the precinct are of aesthetic value individually, and collectively present a cohesive streetscape together with more typical dwellings of the period. There is a small number of Victorian Italianate dwellings in the Dooen Road sub-precinct, along with a large number of Federation bungalows and interwar California Bungalows in both areas. The broad median featuring mature eucalypt plantings along Natimuk Road is an important gateway to Horsham. (Criteria D and E)

Recommendations 2022

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes 3 Canary Island palms at 71 Natimuk Rd & 1 at 22 Dooen Rd
Fences & Outbuildings	Yes original front fences and gates
Prohibited uses may be permitted	No
Incorporated Plan	-
Aboriginal Heritage Place	No

This information is provided for guidance only and does not supersede official documents, particularly the planning scheme. Planning controls should be verified by checking the relevant municipal planning scheme.