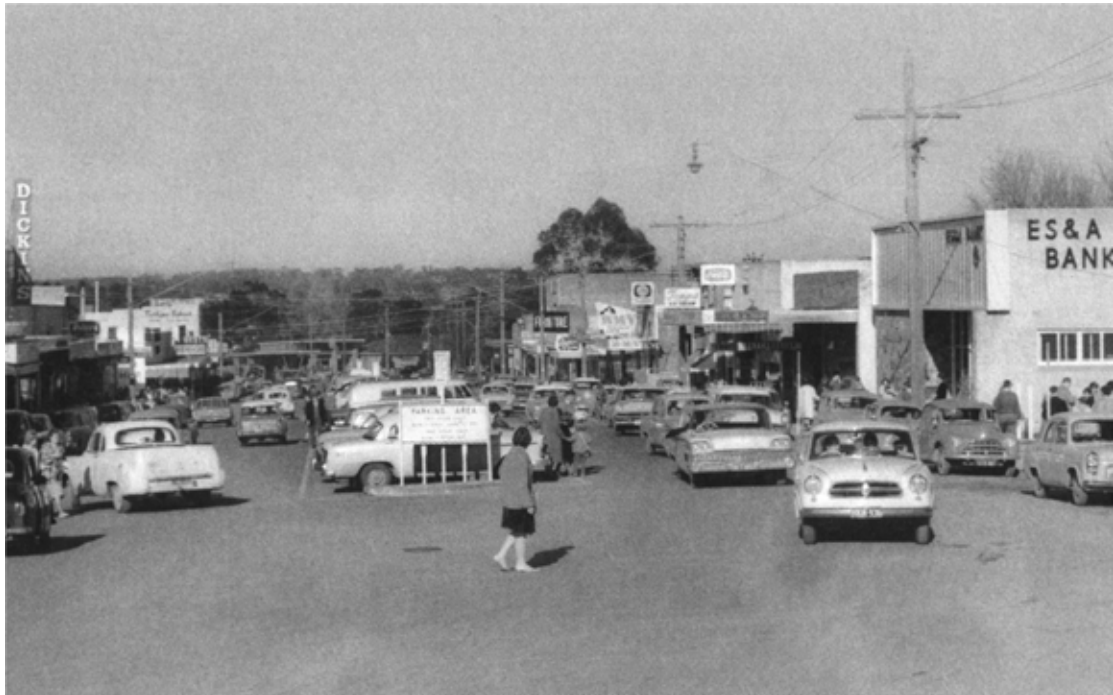# CITY OF MAROONDAH
HERITAGE STUDY REVIEW

VOLUME ONE: POST-WW2
THEMATIC ENVIRONMENTAL HISTORY

Prepared for the City of Maroondah
Final: 4 October 2021

Schedule of Issues	Date
Draft thematic environmental history	5 March 2018
Revised thematic environmental history	30 July 2018
Amended with revisions suggested by Council including two new appendices	21 March 2019
Reformatting report into separate stand-alone volumes for TEH and citations	21 June 2021
Amended with minor revisions suggested by Heritage Reference Group	4 October 2021

TABLE OF CONTENTS

Note: The above represents a complete list of all themes in *Victoria's Framework of Historic Themes*. Only those themes indicated by *bold/italic* text are discussed in this Thematic Environmental History

A: INTRODUCTION

A1   Project Background & Brief

Background

The areas that comprise the City of Maroondah, created in the mid-1990s by the amalgamation of the former municipalities of Ringwood and Croydon, have a long and multi-layered history that encapsulates many different phases of human settlement and interactions. While some parts of the City of Maroondah provide physical evidence dating back as far as the 1870s (eg Jenkin's Cottage in Croydon), most of the study area is strongly characterised by twentieth century development and, in the cases of areas such as Heathmont, Bayswater North, Warranwood and Croydon Hills, by post-WW2 development.

In 1998, the City of Maroondah commissioned its first heritage study: the *Maroondah Heritage Identification Study*. Completed by Richard Peterson with Peter Barrett, this study was limited to "historic places of well-recognised heritage significance ", and ultimately identified 52 places. In 2003, a more extensive heritage review was undertaken by the same team, the two-part *City of Maroondah Heritage Study*. Stage One involved the preparation of a thematic history for the municipality, and the identification of post-contact places of potential significance, while Stage Two involved the more detailed investigation and assessment of those places. While the *Maroondah Heritage Study: Stage Two* provided citations for many individual places and precincts, not all of these were incorporated into the heritage overlay schedule when the study was adopted as part of Planning Scheme Amendment C42, gazetted in November 2011.

Since 2003, some of the unprotected places identified in the study have been demolished or significantly altered. In parallel, numerous other places, not recorded in the study, have been flagged as potential heritage places by members of the local community or by Council's Heritage Advisor. Some of these places have been subject to one-off heritage assessments and subsequently added to the HO schedule.

Brief

The purpose of the current project was to address a number of recommendations that had been made by the panel during Amendment C42. The brief identified the following four key components:

- Assessment of places identified in 2003 Heritage Study and not included in the Heritage Overlay;
- Assessment of heritage significance of properties within activity centre areas namely Ringwood, Croydon, Ringwood East and Heathmont;
- Undertaking of thematic history of Post-1945 places and identify places of potential heritage significance and prioritise places to be investigated;
- Assessment of heritage significance of Pre-1945 places of high heritage potential with the municipality.

The intent of the current project was to review places identified in the *Maroondah Heritage Study* but not yet added to the HO schedule, as well as those that had been flagged in other studies such as Heritage Alliance's *Survey of Post-War Built heritage in Victoria: Stage One* (2008) and Context's *Jubilee Park Heritage and Neighbourhood Character Study* (2017), and in Council's own Section 29a watch-list (a register of places with potential heritage significance). It was also to identify new places and areas of potential heritage significance through a process of desktop research, stakeholder consultation and windscreen survey of the entire municipality. To underpin the project, a supplementary Thematic Environmental History (TEH) was also prepared, covering the period from 1945 to 2000.

A2   Study Team

The study was undertaken by Simon Reeves, director and principal of Built Heritage Pty Ltd.

A3   Acknowledgements

During the process of engaging with key stakeholders, a number of individuals, most of which were affiliated of local or state organisations, generously responded with useful information, nominations, research leads, and even copies of historic maps and photographs. We would like to acknowledge the following individuals for their contributions, on behalf of the groups that they represented:

Mr Russ Haines	*Ringwood & District Historical Society*
Ms Lyn Lynch	*Croydon Historical Society*
Mr Gerry Robinson	*Heathmont History Group*
Ms Karen Heywood	*Jubilee Park Residents Group*
Ms Liz Sanzaro	*Croydon Conservation Society*
Ms Susan Bailey	*Cheong Park Committee of Management*
Ms Felicity Watson	*National Trust of Australia (Victoria)*
Mr Tony Lee	*Founder of the Robin Boyd Foundation*
Mr Robin Grow	*Art Deco & Modernism Society*

A number of interested local residents also responded to Council's online request for information and nominations, and we would like to thank them all, particularly Mr Michael Galimany (an officer with Heritage Victoria) and Ms Marisa Yeaman (a professional genealogist). Council's Heritage Advisor, Ms Willys Keeble, provided useful information as well as invaluable feedback on an early draft of the Thematic Environmental History. Mr Richard Peterson, author of the original *Maroondah Heritage Study*, kindly responded to some specific questions about his research and findings.

B: METHODOLOGY

B1 Overview

The brief for this project required that a Thematic Environmental History (TEH) be prepared that, focusing on development of the municipality since 1945, would supplement to thematic history that was prepared for the *Maroondah Heritage Study: Stage 1* (2003). The new TEH was conceived to flow logically the earlier one, while still remaining as a stand-alone document. To bolster the links between the two, the thematic discussions in the supplementary TEH opened, wherever appropriate, with pertinent quotations from the 2003 history, formatted as indented and italicised text.

By definition a TEH is not intended to be a chronological history of a particular municipality, nor to provide encyclopaedic coverage of the countless people, community groups, congregations, events and activities that may have had some impact therein. Rather, it is intended to provide a snapshot of how various themes have shaped its physical environment over a particular period of time. As such, it is not necessary for the TEH to mention every church, school, community group or any other manifestation of any given theme. Where specific examples have been cited in the text, they are often intended only to illustrate a particular theme or a pattern of development. It should not be inferred that any example that has been cited is necessarily is deemed to be any more important or significant than any other example that may have exited in parallel.

B2 Reformatting

It is noted that the TEH was prepared in 2003, some prior to the development of *Victoria's Framework of Historic Themes*, which was adopted by Heritage Victoria in 2009. This standard framework provides nine broad thematic categories that collectively encapsulate just about every type of human activity that has had an impact on the development of the physical environment:

>   1.0   *Shaping Victoria's environment*
>
>   2.0   *People Victoria's places and landscapes*
>
>   3.0   *Connecting Victorians by transport and communications*
>
>   4.0   *Transforming and managing the land and natural resources*
>
>   5.0   *Building Vitoria's industries and workforce*
>
>   6.0   *Building towns, cities and the garden state*
>
>   7.0   *Governing Victoria*
>
>   8.0   *Building community life*
>
>   9.0   *Shaping cultural and creative live*

Each of these nine themes is divided into a number of more specific sub-themes, spanning everything from the impact of migration and the motor car though to the influence of tourism, defence and popular culture. While the themes and sub-themes defined by *Victoria's Framework of Historic Themes* clearly provide a firm structure for the new TEH, it became necessary introduce some more specific "sub-sub-themes" that are more pertinent to the City of Maroondah. These additional thematic categories, which were informed by the list of prompts included in *Victoria's Framework of Historic Themes*, recognised such things as the proliferation of architect's own houses, and of buildings that had won architectural awards.

B3 Additional research

To flesh out the new TEH, the consultants largely relied on standard published local histories for the former City of Ringwood and City of Croydon: namely, Hugh Anderson's *Ringwood*: *Place of Many Eagles* (1988 edition) and Muriel McGovern's *A History of Croydon* (1987 edition). Other secondary sources that were found to be useful included the published memoirs of former City of Croydon Mayor, George Pile, and several more recent books published by the Croydon Historical Society and the Heathmont History Group.

A list of sources can be found in the bibliography. It should also be noted that, in reviewing published secondary sources, the consultant took factual material at face value. The scope of the project did not allow for the work of other writers or historians to be fact-checked to guarantee faultless accuracy.

Reliance on primary sources was kept to a minimum. From the outset, it was not deemed appropriate to rely on primary sources that were not readily accessible to the interested reader, such as unpublished manuscript material (eg letters, reports and memoirs) held in public or private collections. Thus, the use of primary sources was limited to those that are available online, which encapsulated a range of newspapers, annual reports, maps, plans, and photographs that have been digitized and made available on the websites of libraries, archives and government departments. In general, primary sources were used very sparingly, most typically when an elusive but pertinent fact could not be pinpointed in a secondary source.

B4   Representative places

Each of the thematic discussions is followed by a brief list of 'representative places' that illustrates the emergence and development of that particular theme. While every effort was made to identify at least one representative place per discussion (and preferably two or three), it was not always possible to do so.

It must be clarified that the representative places have been included merely to illustrate the geographic and chronological spread of a particular theme and it should not be misconstrued that any representative place is more important than any other manifestation of the theme. While the lists include some places already on the HO schedule, and others that may have been recommended for inclusion as part of the present project, they also includes some more generic examples that are unlikely to reach the threshold for local significance. The lists sometimes include key manifestations of a theme that have since been demolished, to satiate the curiosity of the interested reader.

In referencing representative places, the convention was adopted to cite a building's original name or use first, followed by later names or uses in parenthesis. The word "now" has been avoided. This is to avoid the inelegancy of the document becoming outmoded when buildings change their names or uses again.

B5   Review

Following completion of the citations, the TEH was reviewed. The purpose of this review was to allow for various corrections, updates, additions or revisions that resulted from new information obtained during fieldwork and the more detailed research and investigation undertaken for the citations.

The TEH review also addressed a number of comments and suggestions that were made by Council's Heritage Advisor, the late Willys Keeble, after reading the earlier draft version. These suggestions included clarifying the relationship with the 2003 thematic history, minimising the coverage of manifestations beyond the year 2000, and expanding the number of 'representative places' for each thematic discussion.

C: THEMATIC ENVIRONMENTAL HISTORY

1.0 SHAPING VICTORIA'S ENVIRONMENT

1.1 Tracing climate and topographical change

This sub-theme is not applicable to the study area in the post-war period

1.2 Tracing the emergence of Victoria's plants and animals

This sub-theme is not applicable to the study area in the post-war period

1.3 Understanding scientifically diverse environments

This sub-theme is not applicable to the study area in the post-war period

1.4 Creation stories and defining country

This sub-theme is not applicable to the study area in the post-war period

1.5 Living with natural processes

Responding to fires

From the 2003 thematic history:

> *The bushfires of January 1939 were one of the greatest natural disasters in Australia's history. Fires blazed around Portland, the Otways, the Grampians and across an area from Warrandyte to the border of New South Wales and Victoria. The Warrandyte fire began in Eltham and spread east through most of Warrandyte and Wonga Park, as far as Yarra Road, and south to Plymouth Road. Property was damaged and lost to the fire in Ringwood North and Croydon Hills. Despite the evident vulnerability of Maroondah to fire, the Ringwood Fire Station remained manned only by part-time volunteers until 1950, when permanent paid firemen were employed by the Brigade at the station.*[1]

While Ringwood and Croydon each obtained a modern purpose-built fire station in the late 1920s, these facilities remained staffed by part-time volunteers in the early post-war era. In Ringwood, a spate of fires over the summer of 1944 raised concerns about the brigade's abilities to cope with such threats.[2] Yet, six years passed before the fire station on Maroondah Highway secured full-time staff. Croydon followed suit in the late 1950s, when it was reported that eight full-time firemen (and two officers) would take possession of a new fire station to be built in Croydon Road.[3] Designed by fire station specialist Stuart Calder, the two-bay facility opened in March 1959.[4] It saw much action in its early years, being called into service during the severe bushfire that occurred over three days in January 1962, not to mention a trail of destruction wrought by an unidentified serial arsonist who damaged or destroyed several local buildings later that decade.[5]

Bushfires were a major source of concern in the more forested northern fringes of the study area. In Warranwood, a volunteer fire brigade began in 1962 with local poultry farmer John Bryant as captain.[6] It was based at Hand's General Store on Wonga Road, where a siren alerted local residents with coded blasts to indicate the severity of a fire. Ultimately, these northern areas would come under the auspices of the South Warrandyte Fire Brigade, which started in 1947 and, in 1962, built a fire station in Brumbys Road, just across the north-western boundary of the study area. Meanwhile, Ringwood's pre-war fire station served its own catchment for most of the post-war period before being replaced in the 1990s by a new state-of-the-art facility, designed by architect Dennis Ward, on the opposite side of Maroondah Highway.

---

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 32.
2   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 149.
3   'Fire station at Croydon', *Age*, 5 April 1958, p 3.
4   Muriel McGivern, *A History of Croydon: A Second Volume*, p 237.
5   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 230, 233, 238.
6   Muriel McGivern, *A History of Croydon: A Second Volume*, p 157.

During the post-war era, the State Emergency Service (SES) maintained a parallel presence in the study area. A volunteer group formed in1955 as the Civil Defence Organisation, it established a unit in Croydon in October 1961. Staffed mostly by council employees, it operated from the Croydon Hall until a new state-of-the-art centre was erected at Lincoln Road in 1986. [7]

Representative places

Croydon Fire Station (former), 14 Croydon Road, Croydon (1958-59)

Maroondah SES Headquarters, 24-26 Lincoln Road, Croydon (1986)

MFB Fire Station No 22, 272 Maroondah Highway, Ringwood (1995-96)

1.6   Appreciating and protecting Victoria's natural wonders

Developing nature reserves

From the 2003 thematic history:

> *In 1959, the last naturally grown yellow box eucalypt on Whitehorse Road between Ringwood and Melbourne was cut down by the Country Roads Board.* [8]

While the natural beauty of the study area has been acknowledged since the start of European settlement, the formalised preservation of nature reserves has been a post-war phenomenon. Two early examples, both in Croydon's south, were the Everard Wildflower Sanctuary on Warrien Road (1951) and the Cheong Wildflower Sanctuary on Eastfield Road (1952). The former comprised an acre of bushland associated with an unsuccessful pre-war soldier settlement scheme, while the latter comprised three acres from the vast holdings of the Cheong family, district pioneers of Chinese origin, who donated the site on the proviso that it be retained as a nature reserve. The Everard Wildflower Sanctuary (named after William "Breezy Bill" Everard, MLA, long-serving member for Evelyn) was initially maintained by the newly-formed Native Plan Preservation Society of Victoria, and then taken over by a Committee of Management in 1959.[9]

In the 1950s and '60s, small-scaled nature reserves were preserved in the grounds of state schools. Early examples included the Croydon Consolidated School, where native bushland along the Kent Avenue side was "carefully preserved" in the early 1950s, and the Yarra Road School, where native orchids flourished in a small nature reserve. This trend was evident in Heathmont by the early 1960s. When the technical school opened in 1960, remnant native trees (including stringybarks, messmates and peppermints) and wildflowers were preserved in the grounds.[10] Two years later, an area of bushland to the rear of the new Heathmont East State School was fenced to retain native grasses and plants including heath and climbing sarsaparilla.

Designation of larger nature reserves resumed in the late 1960s, when Heathmont resident Fred Rogers urged the City of Ringwood to preserve a hectare of bushland off Campbell Street. Rogers (1927-1996), a teacher and native plant expert, was a founding member of the Ringwood Field Naturalists Club and served as state president of the Society for Growing Australian Plants. Named after him in 1973, the F C J Rogers Reserve is said to contain over 150 species of native trees, shrubs, wildflowers, grass, lilies and orchids. [11] Other nature reserves have since emerged in Heathmont, notably *Uambi* in Allens Road (1988) and *Dexter's Bush* off Possum Lane (1989), both donated by families who had acquired the land decades earlier and painstakingly maintained native vegetation.[12] In the 1980s, the City of Croydon also became involved in the designation of nature reserves, notably the eighteen-hectare Hotchkins Reserve off Exeter Road (1984), with over thirty species of native orchid, and the John Grandfill Reserve on Webster Avenue (1986). [13]

---

7   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 243.
8   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 44.
9   George Pile, *Bush Town to City*, p 49
10   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 112.
11   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§11).
12   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§10, 33).
13   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 186, 219, 249.

Representative places

Cheong Wildflower Sanctuary, Eastfield Road, Croydon (1952)

F C J Rogers Reserve, Campbell Street, Heathmont (1973)

Uambi Trust for Nature Reserve, 26-36 Allens Road, Heathmont (1988)

Dexter's Bush, Possum Lane, Heathmont (1989)

Floods

With the study area traversed or bordered by several watercourses (Dandenong Creek, Bungalook Creek, Brushy Creek and Mullum Mullum Creek), flooding was a recurring problem prior to WW2. After major inundation of the Dandenong Creek in the early 1930s, attempts at flood mitigation were made towards the end of that decade, but flooding remained a source of local concern into the post-war era. In the early 1950s, a local branch of the CWA was unable to secure permission to build a new hall on Warrandyte Road, due to the risk of flooding. This was still an issue in the mid-1960s, when a new scout hall on a riverside park in Heathmont had to be sited above the 1934 Dandenong Creek Flood Level.[14]

Concerns about flooding in the area, and in Melbourne's broader south-eastern fringe, prompted the formation of the Dandenong Valley Authority (DVA). Created by legislation in 1963, the DVA took responsibility for flood mitigation across a vast catchment of fourteen municipalities including the City of Ringwood and Shire of Croydon, the adjacent municipalities of Nunawading and Lillydale, and others as far as Oakleigh, Carrum and Berwick and Cranbourne. From the late 1960s, the DVA undertook mitigation works in the study area that included the straightening or piping of parts of the Dandenong Creek (to allow water from upstream swamps to drain to Carrum) and the creation of underground drainage easements through flood-prone parks such as Herman Pump Reserve.[15]

Despite the DVA's efforts, flooding was still an issue in parts of the study area in the 1970s, prompting further flood mitigation measures to be undertaken by local councils. In June 1971, after residents of *culs-de-sac* between the golf course and Brushy Creek reported flooding up to two feet; the City of Croydon cleared the creek of undergrowth and promised to improve road drainage.[16] In May 1973, it was reported that The Mall in Croydon South, abutting the Croydon Main Drain, had recently flooded several times.[17] Two years later, severe flooding of the Brushy Creek allowed the City of Croydon to secure a grant for flood mitigation works including a nine-foot barrel culvert under the Maroondah Highway, with retarding basin upstream.[18]

Provision of retarding basins, to curtail flooding, has been a recurring sub-theme in the post-war era. One of the first was located off Norton Road in Croydon, where land south of the Town Park was compulsorily acquired for the purpose in 1971.[19] Over the course of the decade, the DVA provided many others: examples existed in Reilly Street, Heathmont, to the rear of the Dorset Gardens Hotel, and flanking the Bungalook Creek at the corner of Canterbury and Colchester Roads. In the late 1970s, a retarding basin was also provided as part of the bourgeoning residential development at Croydon Hills.

Representative places

Heathmont Scout Hall, 14a Barrow Drive, Heathmont (1964) - *elevated above 1934 flood line*

---

14   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§27).
15   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§9, 16).
16   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 36.
17   George Pile, *Bush Town to City*, p 184.
18   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 91-92.
19   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 37-38.

2.0   PEOPLING VICTORIA'S PLACES AND LANDSCAPES

2.1   Living as Victoria's original inhabitants

This sub-theme is not applicable to the study area in the post-war period

2.2   Exploring, surveying and mapping

This sub-theme is not applicable to the study area in the post-war period

2.3   Adapting to diverse environments

This sub-theme is not applicable to the study area in the post-war period

2.4   Arriving in a new land

This sub-theme is not applicable to the study area in the post-war period

2.5   Migrating and making a home

Creating migrant communities

From the 2003 thematic history:

> *Some migrants who came to Australia after World War II were influenced in their decision to settle in Maroondah by the employment opportunities in the area, with the district's numerous factories. Others were attracted to the area by the new housing estates..*[1]

Unlike parts of suburban Melbourne, migrant communities have had a limited impact on the physical development of the study area in the second half of the twentieth century. For much of that period, most local residents identified as Anglo-Celtic. Hugh Anderson observed that, by the early 1970s, Ringwood's population was still "overwhelmingly of British nationality".[2] Of the 96% who identified as Anglo-Celtic, most (80%) were Australian born, while a far smaller proportion (15%) had migrated from the United Kingdom and Ireland. Residents of other European backgrounds were even less represented in the mix, dominated by Dutch (2.5%), German (1.3%) and Italians (1.2%).

Evidence of emerging post-war migrant communities is illustrated by the presence of the Good Neighbour Council, a group that assisted in the assimilation of what were then referred to as "New Australians". A Ringwood branch of the council was formed as early as 1949, followed by another at Croydon in 1958; both worked together, with a third at Ferntree Gully, to assist newly-arrived migrants in the district.[3] From 1959, naturalisation ceremonies were regularly held in the Croydon Hall.[4]

British migrant community

From the 2003 thematic history

> *The majority emigrated from England. Many were from large industrial cities, which at that time had poor housing conditions. In contrast, in Maroondah it was possible to purchase new detached houses with gardens on large lots; a financially impossible objective in Britain. Many British immigrants had come to Australia with an assisted passage for 10 pounds. During the late 1960s, a high proportion of the students at Croydon South Primary School, were children of English migrants who had been brought to Australia to work at the local Fibremakers factory. By the 1980s, English-born people, represented the highest number of migrants in Maroondah, with them representing 10% of the population of Croydon and 7% of Ringwood.[5]*

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 39.
2   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 214.
3   Muriel McGivern, *A History of Croydon: A Second Volume*, p 265.
4   Muriel McGivern, *A History of Croydon: A Second Volume*, p 266.
5   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 55.

Representative places

British Nylon Spinners (later Fibremakers) factory, 254 Canterbury Road, Bayswater North (1956-58)

Croydon South Primary School, 72-84 Belmont Road West, Croydon South (1967)

Dutch and German migrant community

From the 2003 thematic history

> *Of the seven largest non-English speaking birth-place groups in Melbourne during the 1960s and 70s (German, Greek, Italian, Maltese, Dutch, Polish and Yugoslav), Dutch and Germans were the most prevalent in Maroondah. Despite the tendency of these ethnic groups to disperse across the Melbourne metropolitan area, in contrast to other ethnic groups that gravitated to certain districts of Melbourne, Maroondah still had between two and four times above the average number of Dutch-born residents than most other parts of Melbourne. By the 1980s, the Dutch still represented the largest of the non-English speaking ethnic groups, representing 1.7% of Croydon's population and 1.3% of Ringwood's.*[6]

Muriel McGivern noted that, when naturalisation ceremonies commenced at the Croydon Hall in the late 1950s, "Germans and Dutch predominated".[7] By that time, the Dutch population in Ringwood was already large enough for one local business, the Ringwood Continental Delicatessen at 107 Maroondah Highway, to advertise in the *Dutch Australian Weekly* with the aphorism, "wij spreken Nederlands!".[8] McGivern recorded several Dutch migrants who were professionally active in Croydon in the early 1960s, such as an assistant teacher at the Yarra Road School, and an unnamed building contractor responsible for such local projects as the new Bank of NSW in Main Street (1961) and the Ruskin Park State School (1964).[9] Other builders of Dutch descent were known to be active in Ringwood, including Jack Verbruggen and the family business of P M Versteegen & Sons, based in New Street. The latter undertook much work for leading architects of the day; one of the brothers engaged Robin Boyd to design his own house in Warrandyte Road, while two others lived in architect-designed houses in nearby Loughnan Road and Evelyn Road. Croydon's Dutch-born residents included architects Hank Romyn and Jeanette van Wyk, both of whom designed houses for themselves as well as other local buildings. When another compatriot, solicitor Peter van Lierop, built a house for himself in Croydon the early 1970s, he conceived it with a steeply pitched roof and dormer windows to deliberately evoke the traditional dwellings of his homeland.

The presence of a German migrant community was similarly demonstrated by some prominent businessmen and retailers. Perhaps the best known was Croydon businessman Hartwig "Harry" Lohe.[10] Hailing from Cologne, Lohe migrated here in 1951 as part of a group of Germans employed by the Overseas Construction Company to work on construction projects in Morwell. Later settling in Croydon, Lohe became well-known as the proprietor of the *Hunter's Lodge*, a Bavarian-themed restaurant that he and his wife Hildegarde ran in Dorset Road for two decades. Herbert Strommer, who settled in Bayswater after WW2, trained as a jeweller and clockmaker and, in the late 1950s, opened a business in Heathmont that remains in operation today.[11] A familiar presence in Croydon's Main Street in the 1970s was a music shop run by Hans Meyer, a music lover who had performed in the celebrated Oberammergau Passion Play before migrating to Australia.[12]

In Ringwood, Lutheran services for the German community began as early as 1952; only towards the end of the decade, they began to be conducted in English rather than German. Originally an offshoot of St Paul's Lutheran Church in Box Hill, the Ringwood congregation formalised in 1961 as discrete entity, the Church of the Good Shepherd, with its own building on Wantirna Road. Two decades later, this in turn, spurred an off-shoot congregation in Croydon. Originally intended to provide worship for students boarding at Luther College, it developed into a church of its own, the Open Door Lutheran Fellowship, in 1983.

---

6   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 55.
7   Muriel McGivern, *A History of Croydon: A Second Volume*, p 266.
8   "Ringwood Continental Delicatessen", *Dutch Australian Weekly*, 4 September 1959, p 4.
9   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 229, 255.
10   Muriel McGivern, *A History of Croydon: A Second Volume*, p 188.
11   Heathmont History Group, *Heathmont Sketchbook*, unpaginated (§3).
12   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 213.

Figure 2a: German-born Hartwig "Harry" Lohe outside his Bavarian restaurant, <u>Hunters Lodge</u>, in Croydon, 1970 (source: National Archives of Australia)

Figure 2b: Bilingual advertisement for the Ringwood Continental Delicatessen on Maroondah Highway (source: <u>Dutch Australian Weekly</u>, 4 September 1959)

Representative places

Good Shepherd Lutheran Church, 47 Wantirna Road, Ringwood (1963)

House, 129-133 Dorset Road, Croydon (1964) – *residence and studio of Dutch architect Hank Romyn*

House, 43 Orchard Drive, Croydon (c1972) – *house designed by Dutch migrant in traditional style*

Southern European migrant communities

From the 2003 thematic history

> *Noticeably absent are southern and eastern Europeans in Maroondah's post-war population: well under the average for metropolitan Melbourne.*[13]

Italian migrants may have represented the third largest group of non-British residents in post-war Ringwood, after the Germans and Dutch, but that percentage still equated to barely 1% of the population. [14] In the second half of the twentieth century, immigrants from Italy, Greece and other parts of southern Europe maintained a relatively minor presence in the study area, comparable perhaps to other parts of the eastern suburbs. Following a familiar pattern seen elsewhere in post-war Melbourne, their presence was perhaps most visible as proprietors of certain types of retail establishments in the district's main commercial centres. By the early 1960s, Heathmont's shopping strip along Canterbury Road included a fish and chip shop run by the Papadopolous family, the Russo Brothers, fruiterers, and Taranto's milk bar. A cursory glance at directory listings from that same period reveals comparable businesses along the Maroondah Highway at Ringwood (eg Pellegrino Brothers' delicatessen; Angelo & Guiseppe Lamanna's fruit shop) and Croydon's Main Street (A Catalano, fruiterer).

Southern European residents were not drawn to any specific part of the study area, and the houses that they built for themselves (sometimes in the distinctive style since codified as Immigrants' Nostalgic) are peppered throughout the suburbs. Guiseppe Dioguardi, a bricklayer who migrated from Italy in the early 1950s, lived with his extended family in Park Orchards but later moved to Ringwood, where he built a number of houses including his own in Loughnan Road, dubbed *Villa Rotonda*.

Representative places

Houses (semi-detached), 76 and 76a Warrandyte Road, Ringwood (c1953) - *built by the Barro family*

House (*Villa Rotonda*), 67 Loughnan Road, Ringwood (1959-60) - *built by bricklayer Guiseppe Dioguardi*

Asian migrant community

From the 2003 thematic history

> *After World War II, greater numbers of south-east Asians settled in Maroondah, including Japanese war brides. Despite this, there are considerably less south-east Asian residents in Maroondah than in Whitehorse and Manningham.*[15]

As with Southern European migrants, evidence of an Asian migrant community in the post-war era was largely demonstrated through retail establishments such as restaurants, with one of the first examples opening in Heathmont in July 1969.[16] It is only more recently that evidence of Asian migrant communities has become more prominent in the study area. A number of local churches, including the Salvation Army in Wantirna Road, offer services in Cantonese or Mandarin Chinese. The Chinese Fellowship of Victoria, founded in 1971, operates an accredited Chinese school with a Ringwood Campus, based at the Yarra Valley Grammar School. Since the 1990s, a Burmese community has emerged in the broader Ringwood and Croydon area, with a several churches, notably the Ringwood Community Church and the Croydon Hills Baptist Church, offering regular services in their languages.

---

13   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 56.
14   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 214.
15   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 56.
16   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 140.

Representative places

Sha Tin Chinese Restaurant (former), 131 Canterbury Road, Heathmont (1969)

2.6   Maintaining distinctive cultures

Links to homelands

Overt links to migrant homelands were rarely apparent in the study area prior to the 1970s. One notable exception was the *Hunter's Lodge* in Croydon, a Bavarian-themed restaurant established in the early 1960s by German-born Harry Lohe. The theme was expressed not only in the cuisine but also in the costumes, décor and entertainment, as Muriel McGivern recalled: "You ate continental food seated at a bench in true hunter fashion, danced to the music of two Germans seated on upturned beer barrels, and finished up singing the Drinking Song and swinging arms to the music".[17] After the restaurant became licensed in 1966, its grounds were further enhanced by two statues of giant stags. The venue remained popular for years; after Lohe finally sold it in the late 1970s, it was renovated by the new owners, only to be severely damaged by fire in 1984. The building was demolished and the site subdivided for housing.

From 1975, Luther College in Croydon embraced the denomination's Germanic heritage by holding an annual festival. Dubbed *Maifest*, after the traditional German celebration of Spring, it offered continental foods, dancing and a giant maypole surmounted by the traditional fir wreath.[18]

Another enduring link to homeland is the Ringwood Highland Games, which was initiated in 1966 by the City of Ringwood's first female Mayor, Cr Elizabeth Penny, who also encouraged the formation of the Ringwood Caledonian Society the following year.[19] Initially sponsored by the local chapters of the Lions and Apex clubs, the Highland Games were held in Jubilee Park for many years and included not only sporting events but also pipe bands, highland dancing and Scottish food. Into the twenty-first century, the event continued to be held annually at the East Ringwood Reserve, under the banner of the Ringwood Highland Gathering, encapsulating related cultural events including a parade through Croydon's Main Street and performances of drumming, piping and dancing at the East Ringwood Sports Centre.

Representative places

Jubilee Park, Greenwood Avenue, Ringwood – original site of the Ringwood Highland Games

2.7   Promoting settlement

This sub-theme is not applicable to the study area in the post-war period

2.8   Fighting for identity

This sub-theme is not applicable to the study area in the post-war period

---

17   Muriel McGivern, *A History of Croydon: A Second Volume*, p 188.
18   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 120-121
19   "Ringwood Highland Games", <<http://ringwoodhighlandgames.org.au/about-us/>>

3.0   CONNECTING VICTORIANS BY TRANSPORT & COMMUNICATIONS

3.1   Establishing pathways

This sub-theme is not applicable to the study area in the post-war period

3.2   Travelling by water

This sub-theme is not applicable to the study area in the post-war period

3.3   Linking Victorians by rail

Improving the suburban rail network after 1945

From the 2003 Thematic History:

> *Improvements . . . included boom gates introduced at the Heatherdale Road crossing in 1958 (two years after the first set in Victoria was introduced), automatic signalling to Ringwood introduced in 1959, and train stabling at Ringwood commenced in 1961-62.[1]*

The railway network through the study area was firmly established by the end of WW2, with stations at Ringwood and Croydon dating back to the 1880s and more recent ones opened at Heathmont and Ringwood East in the 1920s. While the 1950s brought the aforementioned improvements to rail infrastructure as far as Ringwood, that decade also saw local agitations for upgrades further along the line, and specifically the duplication of the railway line. At that time, there was still only a single line from Ringwood to Croydon (and beyond), with trains frequently terminating at Ringwood or even Box Hill.[2]

Pressure for a duplicated railway line, which would require the erection of a new bridge over Mount Dandenong Road, increased during the 1970s.[3] After much debate between the City of Croydon and the Railways Department, it was resolved that the scheme would proceed, including not only the new bridge but also a new station and relocated level crossing. However, the project was delayed indefinitely when funding fell through in 1975 and, when revived the following year, was pared down to include only the duplicated railway line, the bridge (to be built at Council's expense) and new level crossing; the new station would have to wait. [4] Tenders for erection of the bridge were called in January 1977, and it was opened to traffic in mid-1978.[5] During the year, the old level crossing near Lacey Street was moved one hundred metres to the north-east, at Coolstore Road, and train services along the duplicated line began in November 1978.[6] The new station building, representing the final stage of the scheme, opened six years later.[7]

This period also saw the duplication of the single railway line through Heathmont, which formed part of the branch line from Ringwood to Belgrave. In anticipation of the works, a new platform building was erected on the up side (ie, citybound side) in 1977; the corresponding station building on the down side was duly replaced, and the duplicated line commenced operation in December 1982. This redevelopment evidently necessitated the demolition of the original pre-war station residence that had still been occupied by railway staff during the post-war era. Known residents included John Baldwin Cotter, chief ganger of the line between Ringwood and Bayswater, who lived there in the late 1950s and early '60s with his wife and daughter, who served as the station staff.[8]

Representative places

Croydon Railway Station, Wicklow Avenue, Croydon (1984)

---

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 43.
2   George Pile, *Bush Town to City,* p 15.
3   George Pile, *Bush Town to City*, p 168.
4   George Pile, *Bush Town to City,* pp 22, 23; Muriel McGivern, *A History of Croydon: A Second Volume*, p 137.
5   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 110; *A History of Croydon: A Second Volume*, p 137.
6   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 137, 148.
7   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 226.
8   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§24).

3.4   Linking Victorians by road in the 20th century

The influence of the motor car on Victoria's way of life

From the 2003 thematic history

> *After World War II, car and caravan dealers established yards along the Maroondah Highway in Ringwood, a development which continues today. A steady growth in car ownership in Australia in these years made the automobile an important factor in shopping centre planning. Shoppers not only expected service, value and a variety of goods, but the convenience of abundant car parking, close to shopping centres. The Drive-In Shopping Centre in Maroondah Highway, Ringwood, c1950 [1953-54], is an example of an early attempt in Maroondah to accommodate both the car and the shopper. In the following decade American-style shopping malls extended this concept on a larger scale.[9]*

With the first Australian-made Holden rolling off the assembly lines in 1948, and the lifting of wartime petrol rationing in 1950, motor registrations in Melbourne trebled from 1947 to 1954.[10] In the study area, this boom of car ownership was presaged in 1945, when leading car dealer Alan Coffey expanded his thriving business into Ringwood by acquiring Harold Bentley's timber mill on the Maroondah Highway.[11] Coffey, a longtime Croydon resident who had lived at *Dunalister Park* since the 1930s, secured the Ford franchise for an area spanning not only Ringwood but also Nunawading, Doncaster, Lilydale and Ferntree Gully; re-organising his business as a limited liability company, he established its headquarters on the Maroondah Highway.[12] The premises expanded; by the mid-1950s, it comprised showrooms, repair shop, spare parts department, Lubritorium and, on the other side of the road, a used car depot and petrol station.

By the late 1950s, traffic along Maroondah Highway at Ringwood was quantified at a rate of 1,800 vehicles per hour, representing an astonishing increase on a pre-war figure of 4,624 vehicles *per week*.[13] It was hardly surprising that this stretch of road would become a pre-eminent address for car-related businesses of all kinds. Many automotive dealers followed Alan Coffey's early lead, often establishing themselves in stylish new architect-designed premises. Typical of these was a glass-fronted showroom of Bill Patterson Motors, built in 1959 and enlarged five years later with a two-storey addition for a drive-in service centre. By the mid-1960s, the range of car-related businesses along the Maroondah Highway encapsulated auto electricians, spare parts suppliers, motor wreckers and many others. Such developments have also spilled over into parallel streets, notably Bond Street to the north and Molan Street to the south.

This era saw comparable development across other commercial centres in the study area. In Croydon, the pre-war premises of Tate's Motors were enlarged in 1950 to provide a motor body repair service; the firm later built a second service station on the opposite corner.[14] The Cherry Service Station on the Maroondah Highway near Dorset Road, opened in 1938 and updated in the early post-war era, was already considered "an old established institution" by the late 1960s.[15] Not everyone saw this roadside typology in such glowing terms; when a service station was proposed to be built on the *Croydon Park Estate* in 1960, there were protests from locals who saw it as inappropriate for their high-end residential area.[16] Nevertheless, comparable facilities soon spread along the district's major roads. One early example on Canterbury Road was built by Heathmont Motors in 1951, at the corner of Campbell Street. Later re-badged as a Mobil outlet, it ushered in a new era of single-branded petrol station chains along Canterbury Road, demonstrated by the opening of branches of Caltex at the corner of Heathmont Road (1963), Ampol at Dickasons Road (1964) and Shell at Allens Road (1967).[17] Such was the proliferation that there were 25 service station in Croydon alone by 1970, when a special council meeting was held to consider rationalisation of such facilities.[18]

---

9   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 53
10   Heritage Alliance, *Survey of Post War Built Heritage in Victoria: Stage One*. Volume 1, p 12.
11   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 79
12   'Coffey just can't stop expanding', *Argus*, 28 July 1955, p 44.
13   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 202.
14   Muriel McGivern, *A History of Croydon: A Second Volume*, p 38.
15   *Croydon Then and Now*, p 93; Muriel McGivern, *A History of Croydon: A Second Volume*, p 71.
16   Muriel McGivern, *A History of Croydon: A Second Volume*, p 193.
17   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 81.
18   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 12.

Figure 3a: A typical car dealer on Ringwood's Maroondah Highway: Bill Patterson Motors Pty Ltd
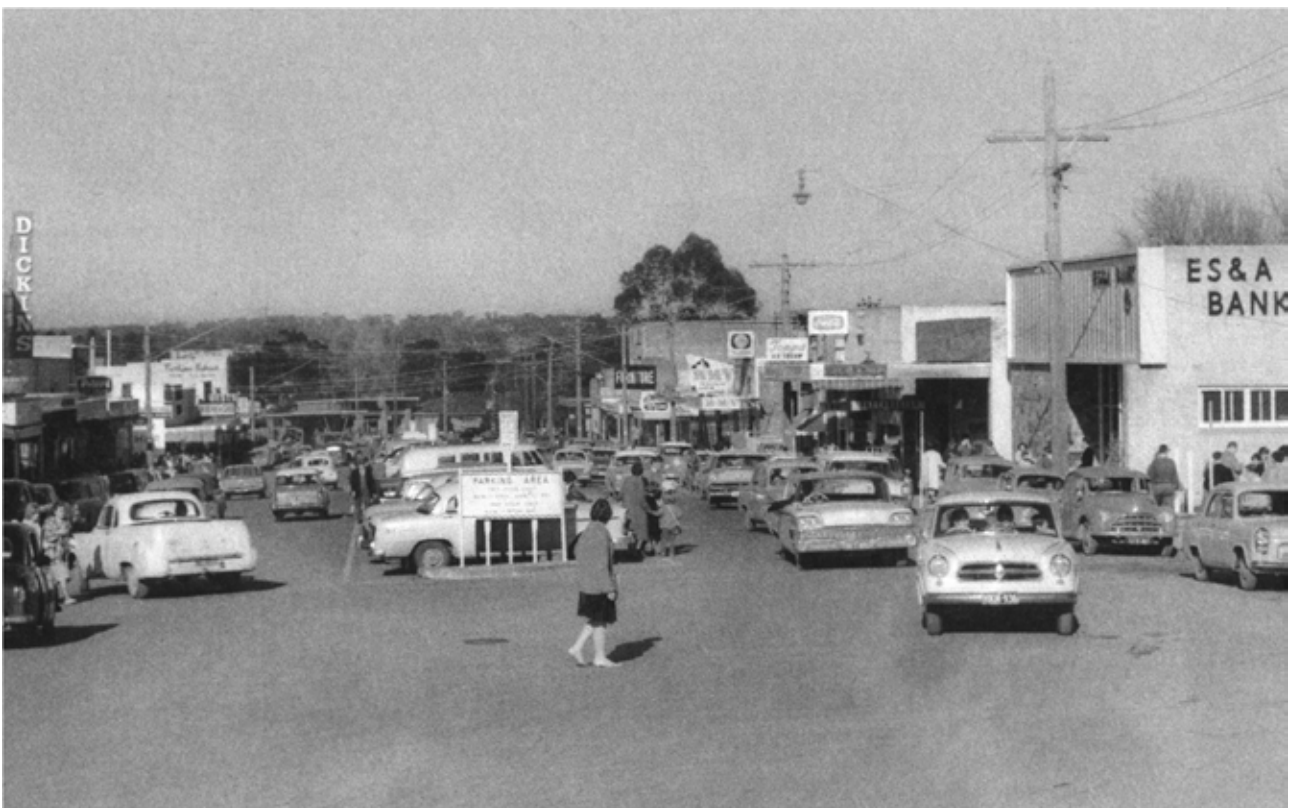*(source: Picture Collection, State Library of Victoria)*

Figure 3b: Main Street, Croydon, in the 1960s, showing busy traffic and the centre-of-the-road parking
(source: Croydon Historical Society, Croydon Then and Now)

The post-war boom of car ownership also manifested itself through the introduction of exciting new facilities geared specifically to the enthusiastic motorist. Hitherto unseen in the study area, these included a drive-in cinema at Croydon (1954), a drive-in shopping centre at Ringwood (1953-54) and the first of several motels, the Croydon Village Motel (1960). Not surprisingly, these early drive-in facilities (and later ones including a drive-in bank) were all sited along the Maroondah Highway.

The inevitable downside to the increasing car ownership was an increased demand for parking, especially in commercial centres. This was already a thorny issue in Croydon's Main Street in the 1950s, when parking lines first appeared, defining both parallel kerb parking and centre road parking. [19] While a few off-street parking areas were provided in the early 1960s, this did little to counter increasing traffic; by the middle of the decade, Main Street could be described as "the despair of the shopping motorist". [20] Related upgrades included a roundabout to the north of the railway line, constructed in 1963 around the existing Anzac Square (at a cost of £8,000) "to show motorists the right way to get home". [21] Parking in Main Street remained a contentious issue into the 1970s, despite further parking areas including one in Devon Street to accommodate 125 vehicles. [22] By contrast, it seems to have been less of a concern in Heathmont's main retail strip along Canterbury Road, which remained free of parking restrictions until as late as 1970.[23]

Since 1970, the impact of vehicle ownership has been demonstrated locally by the emergence of even more specialised facilities. In 1972, a consortium of caravan manufacturers sought approval from the City of Croydon to establish a large open-air display centre, Caravan City, on the Maroondah Highway.[24] In 1978, it was almost doubled in size (from 23 acres to 42 acres), reportedly making it at the largest caravan and RV vehicle sales centre in the world. [25] There was further development in the 1980s, when a caravan display centre opened in Bayswater North, on the corner of Dorset and Canterbury Roads. That decade also saw the opening of the Metropolitan Traffic Education Centre, a driver training facility on thirteen acres of freeway reserve off Colchester Road. Unveiled in1983, this represented the culmination of nearly a decade of agitation and planning by the Maroondah Car Club, which, since its foundation in 1971, had used the grounds of Croydon's drive-in cinema as their driving track.[26]

Representative places

Drive-in Shopping Centre, 86 Maroondah Highway Ringwood (1953-54)

Traffic roundabout, junction of Kent Avenue, Croydon Road and Coolstore Road, Croydon (1963)

Yarra Valley Tyre Co premises (former), 50 Maroondah Highway, Ringwood (1964) – *neon signage*

Ringwood Motel, 442 Maroondah Highway, Ringwood (c1965)

Building highways and freeways

From the 2003 Thematic History:

> *By the 1950s, with the increase in motor traffic on Whitehorse Road, plans were made to duplicate the road. Ironically the road which helped to create the district was, by the 1960s, the cause of much of the destruction of Ringwood's significant built and natural environment. In 1959, the last naturally grown yellow box eucalypt on Whitehorse Road between Ringwood and Melbourne was cut down by the Country Roads Board, and soon after, the landmark Ringwood Memorial Clock Tower was removed from the centre of Whitehorse Road, and re-erected in a less conspicuous position beside what had become after widening, the Maroondah Highway. [27]*

19   George Pile, *Bush Town to City*, p 15.
20   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 26, 193.
21   Muriel McGivern, *A History of Croydon: A Second Volume*, p 193.
22   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 12, 56.
23   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 5.
24   George Pile, *Bush Town to City*, p 53.
25   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 128
26   George Pile, *Bush Town to City*, pp 58, 165.
27   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 44.

The principal thoroughfare through the study area, long known as Whitehorse Road (originally White Horse Road, after a famed hotel at Box Hall), officially became the Maroondah Highway in 1948, forming part of a newly-defined state highway extending from Surrey Hills to Mansfield. From that point, responsibility for the maintenance and upgrading of the road fell under the jurisdiction of the Country Roads Board. Commenced in the late 1950s, the widening of the Maroondah Highway through Ringwood was completed by 1964, with the continuation of the duplication scheme through Croydon scheduled to start in 1965. [28]

The Eastern Freeway, first mooted under the 1954 Melbourne Metropolitan Planning Scheme, commenced construction in 1971 and was completed in several stages over several decades. When the freeway reached Thompsons Road in 1982, there was renewed pressure from residents of Ringwood and Croydon for it to be extended through to the junction of Mount Dandenong Road and Maroondah Highway.[29] However, while the freeway was extended as far as Springvale Road in 1997, it did not reach Ringwood until the early twenty-first century, when it connected with the new Scoresby Freeway via the new Eastlink Tunnel.

The other major freeway scheme to hang over the study area for many years is the proposed Healesville Freeway, which was announced in 1969 but has since remained unrealised. The route, slated to commence at the end of Riversdale road in Box Hill South, would extend through Blackburn, Forest Hill and Vermont, then "cross Dandenong Creek and go through Wahmusen Park, pass over Bayswater Road north of Canterbury Road, proceed east to Kilsyth and then north-east".[30] Although construction is still yet to commence at the time of writing, the freeway reserve remains a conspicuous element in the suburban landscape, although some portions of it have been leased for other purposes, such as the Metropolitan Traffic Education Centre.

3.5   Travelling by tram

This sub-theme is not applicable to the study area in the post-war period.

3.6   Linking Victorians by air

This sub-theme is not applicable to the study area in the post-war period

3.7   Establishing and maintaining communications

Improving postal services after 1945

At the end of WW2, the study area was served by purpose-built post offices at Croydon (1919), Ringwood (1925) and Heathmont (1929). The oldest of the three was the first be replaced in the post-war era, with a smart modernist building opening on Main Street in 1949.[31] Around the same time, its pre-war counterpart at Ringwood, on the corner of Maroondah Highway and Ringwood Street, was remodelled. This remained in operation until 1970, when a new post office was built around the corner, at 17 Ringwood Street.[32] In the interim, a purpose-built post office also opened at Railway Parade, Ringwood East (1960)

At least one post office agency existed prior to WW2, forming part of a general store on Mount Dandenong Road founded by the Muldowney family in the 1880s. Known as the Nelson's Hill post office, it continued under Jim Muldowney (who also acted as postman) until he retired in 1946, aged eighty. The proprietor of the nearby Burnt Bridge Store then applied (unsuccessfully) to have the postal agency transferred there. Instead, a separate agency began operation. By 1950, post office agencies had also opened for business in general stores at Ringwood East and Ringwood North. Others duly followed elsewhere in the study area, including those on Bayswater Road in Croydon South, Mount Dandenong Road in Croydon West (both 1961), and at the corner of Canterbury Road and Gracedale Avenue in Bayswater North (1962).[33]

28   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 70-71.
29   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987,* p 236.
30   Muriel McGivern, *A History of Croydon: A Second Volume*, p 148.
31   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 216-218.
32   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 5.
33   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 145-46, 149, 168.

Representative places

Ringwood East Post Office, 50 Railway Parade, Ringwood East (1960) – *demolished*

Ringwood Post Office, 17 Ringwood Street, Ringwood (1970) – *demolished*

Developing electronic means of communication after 1945

Telephone services arrived in the study area in 1909, when a trunk line was extended to Lilydale via Ringwood and Croydon.[34] The post-war residential boom necessitated the upgrading of facilities in both centres. By 1950, Ringwood's original exchange on Maroondah Highway had already been converted from manual to automatic service; three years later, a new stand-alone telephone exchange was provided in a prefabricated aluminium building on the corner of Ringwood and Charter Streets.[35] Towards the end of the decade, Croydon's facilities were also upgraded, with a new exchange built at the rear of the existing post office, which brought the crucial change from manual to automatic service. Such was the demand that the number of telephone subscribers in Croydon, fewer than two hundred in the 1930s, had grown to almost 3,000 by the mid-1960s.[36] The 1970s and early 1980s saw a spate of new telephone exchanges in the study area, including replacement facilities in both Ringwood and Croydon and new ones in areas such as Ringwood North and Ringwood East.

Representative places

Croydon Telephone Exchange, 55 Hewish Road, Croydon (c1975)

Ringwood Telephone Exchange, 13-15 Ringwood Street, Ringwood (1978)

Making, printing and distributing newspapers after 1945

Before WW2, the study area had a single weekly newspaper spanning both districts: the *Ringwood & Croydon Mail*. From its inception in the early 1920s, it was published from premises in a former apple storage shed in Adelaide Street, Ringwood. In 1939, the newspaper split into two separate titles, the *Ringwood Mail* and the *Croydon Mail,* although both remained based in Adelaide Street. A Croydon agency duly opened in 1951 with purpose-built offices on Railway Parade.[37] In 1966, both newspapers were acquired by the Elliot Group and united again as the *Ringwood-Croydon Mail*. Production shifted from the Adelaide Street building (slated to be demolished for the Eastland project) to new premises on the Maroondah Highway.[38] In 1982, it relocated again, this time to an address on the other side of the road.[39] The following year, publication was yet again split into two separate newspapers for Croydon and Ringwood, which were consolidated for the third and final time in 1996, as the *Maroondah Mail* (later the *Maroondah Leader*).

While many other local newspapers were distributed in study area in the post-war era, these were often headquartered outside its actual boundaries. The *Croydon, Ringwood & Mountain District Post*, which began publication June 1956, was initially printed in Mornington.[40] Re-badged in 1960 as the *Croydon-Ringwood Post*, and later as the *Eastern Post* ("circulating in Ringwood, East Ringwood, Heathmont, Croydon, Kilsyth, Montrose, Mooroolbark".), it maintained its head office in Box Hill until 1965, when it merged with the *Nunawading Gazette* and publication moved to Mitcham.[41] Retitled several times since, it was known as the *Croydon Mooroolbark Gazette* when production ceased in 1978. The *Croydon & Ringwood Post*, which was first published in 1985, was based in Lilydale. Following the familiar pattern, it subsequently split into separate editions for Ringwood and Croydon only to merge again in the mid-1990s as the *Maroondah Post*.

34   Muriel McGivern, *A History of Croydon: A Second Volume*, p 218.
35   *Commonwealth of Australia Gazette*, 1 April 1953, p 854.
36   Muriel McGivern, *A History of Croydon: A Second Volume*, p 218.
37   Muriel McGivern, *A History of Croydon: A Second Volume*, p 297.
38   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 145.
39   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 208.
40   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 296-297.
41   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 296-297.

*Figure 3c: Croydon's original purpose built-post office (1949), photographed in the 1980s
(source: Croydon Historical Society, <u>Croydon Then and Now</u>)*

*Figure 3d: The prefabricated aluminium building that accommodated Ringwood's telephone exchange, 1954
(source: National Archives of Australia)*

Representative places

Offices of the *Ringwood Mail* (former), 235 Maroondah Highway, Ringwood (c1982) - *demolished*

Broadcasting after 1945

Broadcasting has played minor role in the post-war development of the study area. Agitation for a local radio station dates back to the mid-1970s, when Eastern Community Broadcasters was formed by a group of residents who wanted a radio service for Ringwood, Croydon, Nunawading, Knox and Sherbrooke. However, there were long delays in securing the necessary licenses, and it was not until May 1986 that the first test transmissions were broadcast from Cheong's Hill near the Maroondah Hospital, on the FM band 90 MHz.[42] Following further test transmissions in April 1988 (by which time the station had adopted the call-sigh of 3ECB), a full service commenced. Currently known as Radio Eastern FM 98.1, the station operates from Wyreena Community Arts Centre in Croydon, where a dedicated studio was provided in 2002.[43]

Representative places

Radio Eastern FM Studios, Wyreena Community Arts Centre 13-23 Hull Road, Croydon (1990)

---

42   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 248.
43   Kristin Scherlies (ed), *Reflections on Wyreena: Celebrating 30 years as a Community Arts Centre,* unpaginated.

4.0 TRANSFORMING AND MANAGING LAND AND WATER RESOURCES

4.1 Living off the land

This sub-theme is not applicable to the study area in the post-war period

4.2 Living from the sea

This sub-theme is not applicable to the study area in the post-war period

4.3 Grazing and raising livestock

While the grazing of livestock was widespread in the study area in the nineteenth and early twentieth centuries, few residents appear to have continued the practice into the post-war era. *Woodlands*, a farming property on Mount Dandenong Road that had been long occupied owned by the Cheong family, was purchased from them in 1949 by a medical specialist, Dr Percy Houghton, who acquired additional acreage and ran livestock there for some time.[1] He was still there in the late 1970s.

4.4 Farming

Growing fruit and vegetables after 1945

For a century, commercial fruit-growing was the most ubiquitous agricultural activity in the study area. At the end of the WW2, many well-established local orchards remained active while entirely new ones were still emerging. Typically of the latter was a 15-acre orchard at Heathmont established by Colonel John Barrow, an ex-British Army serviceman, as late as 1946.[2] By the end of the decade, the municipalities of Ringwood and Croydon remained strongly defined by orchards of apples, pears, cherries, peaches and plums, and the odd lemon grove. George Pile, a longtime Croydon resident, recalled that when he settled in the area in 1950, "each side of the highway consisted mainly of orchards and poultry, with an occasional shop or garage".[3] Back then, he noted, "orchards were spread throughout the district and, in season, the scatter-guns went day and night along Yarra Road when cherries were ripening".

Fruit cool-stores at Ringwood and Croydon, erected by the government in the early twentieth century, both remained well patronised into the early post-war era. Ringwood's cool-store, taken over by the Ringwood Co-operative Cool Stores Society in 1915, was still under the control of it foundation secretary, who held the post until his death in 1949.[4] Croydon's counterpart, initially run by a local trust, went co-operative in 1950 after new legislation allowed it to be taken over by a company, the Croydon Cool Stores Co-operative Ltd.[5]

Although a few local orchards were subdivided for housing before WW2 (eg Herman Pump's Heathmont orchard, which was carved up as early as 1928), this trend became more common from the late 1940s. That was a time when, as Hugh Anderson noted, orchardists faced the reality that their properties, once worth merely two hundred pounds per acre as farmland, were now worth five pounds *per foot* as residential sites.[6] Inevitably, many gave in to the pressure. Amongst the first to do so were the Wielands of Heathmont, who sold off their long-established 25-acre orchard, between Canterbury Road and Great Ryrie Street, in 1949.[7] During the 1950s, more and more orchards closed down. A noted casualty in Croydon was 100-acre orchard founded by the Schuhkraft family and latterly run by the Australian Fruit & Produce Company, which was sold for subdivision towards the end of that decade.[8]

---

1   Muriel McGivern, *A History of Croydon: A Second Volume*, p 192.
2   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§25).
3   George Pile, *Bush Town to City,* pp 1, 2.
4   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 89.
5   Muriel McGivern, *A History of Croydon: A Second Volume*, p 269.
6   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 159.
7   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§35).
8   Muriel McGivern, *A History of Croydon: A Second Volume*, p 160.

The post-war trend for the sale and subdivision of orchards inevitably took its toll on the local industry. The declining number of fruit suppliers, coupled with the looming expiration of leased premises on Maroondah Highway, finally brought an end to the Ringwood Co-operative Cool Store Society.[9] In 1959, the society's building, plant and machinery were sold at auction, and the society itself formally dissolved the following year.[10] Over in Croydon, the cool-store was able to remain in business into the 1960s, with the Croydon Cool Stores Co-operative Ltd finally winding up in 1974.

Only a handful of orchards remained in operation after the mid-1960s. In North Ringwood, Stan French took over his father's orchard and worked the property until 1966.[11] Another orchard in Croydon, established by Lewis Spencer in 1914, was still operated by his family in 1967.[12] The last remaining orchard in Heathmont, and one of the last major orchards in the entire study area, was that of August Washusen (1883-1969), who had farmed 25 acres on the south side of Canterbury Road since 1914.[13] He lived long enough to see his son subdivide the property into one hundred residential allotments in 1968.[14]

Representative places

House (*Rahniket*), 31 Orchard Grove, Heathmont (1945) – *former home of orchardist John Barrow*

Developing Victoria's poultry industry after 1945

Like fruit-growing, poultry farming was a major local undertaking prior to WW2, and one that initially thrived into the post-war era. In parts of the study area, both activities still strongly characterised the landscape in the 1950s. When George Pile moved to Croydon in 1950, he recalled "each side of the highway consisted mainly of orchards and poultry, with an occasional shop or garage".[15]

The district's importance as a centre for egg production was reflected by the presence of the Eastern Commercial Egg-Producers Association, formed in the 1940s with a jurisdiction that spanned Croydon, Ringwood and Bayswater. In 1950, the group established premises in Railway Crescent, Croydon, in a prefabricated timber building (according to George Pile, an ex-Army hospital) relocated from elsewhere.[16] The building reportedly handled over 1,000 cases of eggs per week. The society was still a potent force a few years later, when it opened Croydon's first self-service grocery shop, in Main Street.

While the number of poultry farms in the study area began to dwindle from the later 1950s, some local evidence of the activity still remained. In 1963, it was reported that "up to very recent years, there were several poultry farms to be found in the district and the Aldinga Hatchery in Sherbrook Avenue still despatches chicks all over Victoria".[17] This hatchery, operated for many years by the Hocking family, was still in operation in the early 1970s.

Representative places

Eastern Commercial Egg-Producers Association premises, 1 Railway Crescent, Croydon - *demolished*

Aldinga Hatchery (site), 20-24 Sherbrook Avenue, Ringwood - *later occupied by villa units*

4.5   Gold mining

This sub-theme is not applicable to the study area in the post-war period

---

9   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 13.
10   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 90.
11   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 80.
12   Muriel McGivern, *A History of Croydon: A Second Volume*, p 174.
13   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 5.
14   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 209.
15   George Pile, *Bush Town to City*, p 1.
16   Muriel McGivern, *A History of Croydon: A Second Volume*, p 289; George Pile, *Bush Town to City*, p 73.
17   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 14.

4.6   Exploiting other mineral, forest and water resources

Exploiting minerals

Antimony mining was a major industry in Ringwood in the late nineteenth century. Although the mine itself closed in the 1890s, concerns about the safety of former mine shafts persisted well into the twentieth century. In 1936, the principal mine shaft was sealed, and the area declared as a public park and recreation reserve. [18] The legacy of the antimony mine was still evident in the post-war era, when a sixty-foot shaft collapsed as recently as 1966.[19] Ultimately, the safety issue was resolved when the new City of Ringwood municipal offices were built on the site in 1970.

Otherwise, little evidence of extractive industries survived into the post-war era, although longtime Croydon resident George Pile noted that a quarry site in Alice Street was still evident in the late 1960s. [20]

Exploiting natural resources for building materials

From the 2003 Thematic History:

> *Timber mills were still operating in Ringwood after World War II, and by this time the area was also producing other building products, including fibro-cement. (p54)*

George Pile reported that logging was still an ongoing concern in Croydon ("out on the Acheron Way") when he settled in the area in 1950, recalling the logging trucks negotiating their way along Main Street to access the highway. [21] Some established timber supply businesses in the study area were obliged to close or relocate in the early post-war era, as the land they occupied became more valuable for other uses. Established on the Maroondah Highway in 1914, Harold Bentley's timber mill and timber yard closed in 1957 and the site duly acquired by Alan Coffey for expansion of his automotive empire [22] The Ringwood Timber & Trading Company, which opened in 1944 as a re-configuration of a pre-war sawmill and fruit case manufacturer, would occupy a large site at the corner of the Maroondah Highway and New Street for over three decades. [23] Over in Croydon, the Highway Timber Company commenced business on Maroondah Highway around 1954 and remained there for the next twenty five years, when it relocated further along the road to new premises near the Dorset Road corner.[24]

4.7   Transforming the land and waterways

> *This sub-theme is not applicable to the study area in the post-war period*

---

18   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 16.
19   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 51
20   George Pile, *Bush Town to City*, p 145.
21   George Pile, *Bush Town to City*, p 2.
22   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 79
23   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 79
24   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987,* p 176.

5.0 BUILDING VICTORIA'S INDUSTRIES AND WORKFORCE

5.1   Processing raw materials

This sub-theme is not applicable to the study area in the post-war period

5.2   Developing a manufacturing capacity

Industrial expansion after 1945

From the 2003 Thematic History:

> *In the post-war years a variety of industries were established in Maroondah. This is despite calls from some segments of the community after the war to curb industrial development in the area, and create a garden suburb. Major companies that established in the district during this era include Penguin Books Australia, publishers, on the Maroondah Highway at Ringwood in 1963, MacRobertson's Chocolates in Canterbury Road, Ringwood, in 1967 and later that year sold to Cadbury, and Fibremakers, in Canterbury Road, Bayswater North, in c1958. Numerous smaller and medium size industries have also been established in the locality in the Post-War years, to create one of the major industrial and employment centres of Melbourne's eastern suburbs.* [1]

The growth of secondary industry in the study area has largely been a post-war phenomenon. Before that, as Hugh Anderson noted, "Ringwood was essentially a self-supporting community and the few industries were complementary to the rural activities".[2] In 1944, a borough councillor stated that "Ringwood will need industry to help its development, and factories in suitable areas will be encouraged. Without industry, Ringwood will get nowhere'.[3] Under a town planning scheme put forward shortly afterwards, almost 150 acres were allotted for potential industrial expansion.[4] With the relaxing of wartime restrictions on such development, an industrial boom commenced in Ringwood. As one historian noted:

> *From then on, Council had much success in its efforts to attract light industry into the district. Factories include engineering works, chemical manufacturers, metal pressers, hosiery mill, clothing manufacturer and the allied motor car industries, to name a few, have grown rapidly in areas zoned as light industrial.* [5]

One of the first manufacturers drawn to the area was Holeproof, the well-established clothing company that, having already built a factory on the Whitehorse Road at Balwyn (1941), erected another on the same thoroughfare through Ringwood (1947). That year, a newly-formed company named Merlin Confections Pty Ltd commenced production on the other side of the Maroondah Highway, in a smart modern building designed by noted architects A S & R A Eggleston. The ripples of this early industrial boom even spread as far as Heathmont, where sock manufacturers Sydney Humphrey and Albert Law erected a modest timber and fibro-cement factory on a former lemon grove in Armstrong Road.[6] Such was the subsequent boom of industrial development in Ringwood that the number of factories increased from eighteen in 1947 to almost sixty by 1954.[7] This growth was also reflected in employment figures during that same time frame, when local employment in manufacturing boomed by 184%.

In Croydon, the situation was quite different. George Pile recalled that, when he settled in the area in 1950, there were "very few industrial properties" along the highway; elsewhere in his memoirs, he recorded that "industry was negligible" in those early days, and that Croydon had a "minimum of industrial and commercial development".[8]

---

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 55.
2   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 16.
3   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 191.
4   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 193.
5   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 17.
6   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§19).
7   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 205.
8   George Pile, *Bush Town to City,* pp 1, 2.

Figure 5a: New factory on Maroondah Highway, Ringwood, built by Merlin Confections Pty Ltd, 1945
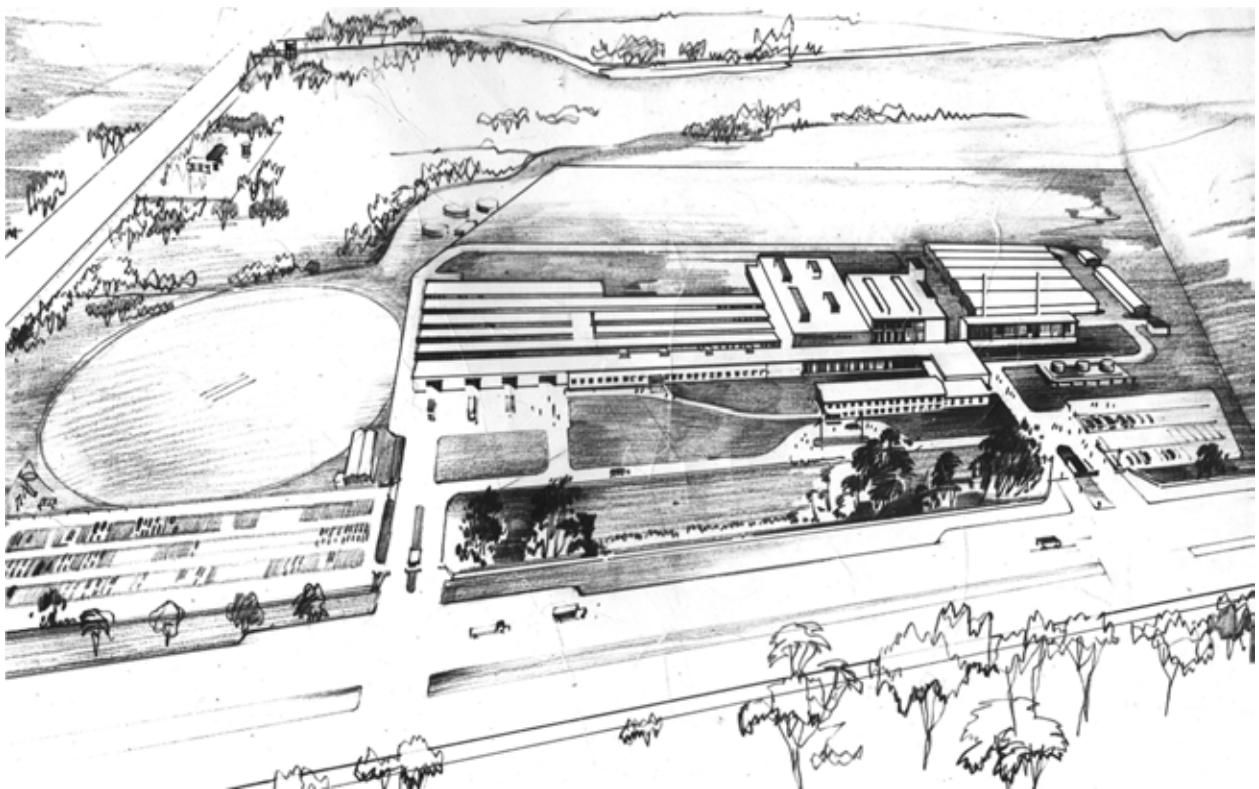*(source: Picture Collection, State Library of Victoria)*

Figure 5b: Stephenson & Turner's masterplan for the British Nylon Spinners factory at Bayswater North, 1955
(source: Picture Collection, State Library of Victoria)

The first factories to appear in the Croydon area were typically small in scale and often occupied makeshift premises. Jeldi Pty Ltd, a Sydney-based firm that manufactured chenille bedspreads, formed a Melbourne subsidiary in 1949 and soon commenced production in Croydon, in a building on Mount Dandenong Road previously used as RSL clubrooms.[9] At the same time, Arno Neuparth, scion of a local orcharding family, started business as a wrought iron manufacturer with a small factory on Exeter Road.[10] The number of local factories increased; by the mid-1950s, these included the Croydon Rubber Mills in Hull Road and the respective premises of Ezy Fit Pty Ltd (women's slippers) and Johnson Brothers (ceramic tableware) in Lusher Road, marking the start of an identifiable industrial precinct south of Mount Dandenong Road.

It was also in the mid-1950s that industrial development spread into Bayswater North. In 1955, a leading overseas firm, British Nylon Spinners, acquired a hundred acres on the north side of Canterbury Road as the site for their first factory in Australia.[11] Masterplanned by leading industrial architects Stephenson & Turner, the new complex opened in 1958 and provided a string of innovations for its staff including a sports oval, landscaped grounds and social club premises. Other manufacturers were inevitably drawn to the area and, by the late 1960s, Muriel McGivern could confidently record that "industries at Bayswater North are beginning to stud the flats where drainage schemes now make the area tenable".[12] This trend continued into the early 1970s, when new factories appeared along Canterbury Road for such manufacturers as Kenworth Trucks Ltd (1970) and Pritchard Steam Power (1973), developers of an innovative (if ultimately unsuccessful) steam-powered car.[13]

Elsewhere in the study area, industrial development followed a similarly localised pattern. Amongst the new factories to emerge during the 1960s were those for Penguin Books on the Maroondah Highway at Ringwood (1963), and the MacRobertson Chocolates on Canterbury Road (1967). These and other factories represented a major source of local employment. In 1971, it was reported that a quarter of Ringwood's labour force was employed in manufacturing industries.[14]

During the 1970s, the post-war industrial boom finally began to abate. In April 1973, a group of businessmen formed a body, Maroondah Trade & Industry Development Group, to attract specialist industry to the district; however, the group dissolved after one trade show appearance.[15] At the same time, a scheme for a new factory on a 77-acre site on the Maroondah Highway was vetoed by the City of Croydon.[16] The era of large-scale industrial development in the study area seemed to be drawing to a close. One of the last of the huge factories to be built was proposed in Lusher Road, adjoining the existing Johnson Brothers complex. In 1969, that company was taken over by Wedgewood, which, five years later, announced that they would spend $1.5million to erect new premises at Croydon as the first Wedgewood factory outside Great Britain.[17] In operation by the end of 1975, the new Wedgewood factory lasted less than a decade, closing permanently following industrial action in 1984.[18]

Representative places

Holeproof factory (former), 93-97 Maroondah Highway, Ringwood (1947)

Merlin Confections factory, 32 Maroondah Highway (A S & R A Eggleston, 1947) - *demolished*

British Nylon Spinners (later Fibremakers) factory, 254 Canterbury Road, Bayswater North (1955-58)

MacRobertson (later Cadbury Schweppes) factory, 323-365 Canterbury Road, Ringwood (1966-67)

9   Muriel McGivern, *A History of Croydon: A Second Volume*, p 262.
10   Muriel McGivern, *A History of Croydon: A Second Volume*, p 262.
11   Muriel McGivern, *A History of Croydon: A Second Volume*, p 142.
12   Muriel McGivern, *A History of Croydon: A Second Volume*, p 149.
13   George Pile, *Bush Town to City*, p 71.
14   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 213.
15   George Pile, *Bush Town to City*, p 56.
16   George Pile, *Bush Town to City*, p 53.
17   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987,* p 69.
18   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 224.

5.3 Marketing and retailing

Serving local needs

At the end of WW2, major retailing hubs were already well developed at Ringwood (centred on Maroondah Highway) and Croydon (centred on Main Street). Outlying parts of the study area were served by individual general stores, typified by Milne's Store on the Warrandyte Road at Ringwood North or Mrs Cheever's Store in Burnt Bridge, which occupied a delicensed hotel.[19] The Warranwood Store, occupying "a garage-type building on Wonga Park Road", was established by Kevin Collins in 1946.[20] In pre-war times, residents of Heathmont similarly relied on a single mixed business: a general store and confectioner on Canterbury Road operated by the Marsden family since 1923.[21] Post-war expansion literally began in 1946, with the opening of a second retailer, Cutting & Barlow's General Store, at the Heathmont Road corner.[22] The number of shops along this stretch of Canterbury Road had doubled by 1953 and, within another five years, had increased to almost thirty. This coincided with the boom in Heathmont's population, which rose from 600 to 3,000 over that same period.[23]

Elsewhere, increasing settlement prompted comparable expansion of local retail centres. By the mid-1950s, Ringwood East had a burgeoning shopping strip opposite the railway station on Railway Avenue, and another on Old Lilydale Road near Mount Dandenong Road. Some of these strips developed in a piecemeal fashion while others were conceived as cohesive developments. A noted example of the latter was a row of six shops in Ringwood, designed by a leading firm of Melbourne architects and published in *Architecture in Australia* in 1954.[24] Later manifestation included a "smart new mall of shops" erected at Croydon South in 1966.[25] This pattern continued into the 1970s, with new shopping strips emerging in parallel with expanding residential estates and subdivisions.

Representative places

Warranwood General Store, 42 Warranwood Road, Warranwood (1946 onwards)

Upgrading existing shopping strips after 1945

In the post-war era, established commercial centres at Ringwood and Croydon each underwent significant transformation to reflect changing patterns of retail behaviour. This was evident in Ringwood as early as 1947, when a group of local businessmen, including chemist A S "Stan" Bailey and electrical retailer Robert Stoney, subdivided land on the Maroondah Highway for "a striking two-storey building" at Nos 165-167 to accommodate their respective businesses.[26] That year, there were only sixty shops in central Ringwood; such was the extent of subsequent expansion that, by 1954, this number had exceeded two hundred.[27]

From the mid-1950s, developments along Maroondah Highway became more progressive as the pre-war tradition of small-scale stand-alone shops gave way to new typologies. Ted Murray's pioneering Ringwood Drive-in Shopping Centre (1953-54) comprised fourteen shops around a private cul-de-sac with carparking at the end. The Midway Arcade (1954-55), a two-storey complex providing shops and offices flanking a central double-height void, established itself as "the premier retail location in Ringwood.[28] The Ringwood Arcade at No 88 (1955) had fourteen shops and ten offices, while the Olympic Shopping Centre at No 107 (1955-56), described at the time as a "modern arcade", provided eighteen shops set back from the street.[29]

---

19   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 32.
20   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 153-54.
21   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 85.
22   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§29).
23   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 85.
24   'Shopping centre, Ringwood, Victoria', *Architecture in Australia*, Apr-Jun 1954, p 84.
25   Muriel McGivern, *A History of Croydon: A Second Volume*, p 149.
26   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 18.
27   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 205.
28   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 8.
29   "Olympic sign at Ringwood", *Herald,* 16 December 1955, p 13.

*Figure 5c: The Warranwood General Store (established 1946) as photographed in the 1960s
(source: Croydon Historical Society, Croydon: Then and Now)*

*Figure 5d: The new drive-in shopping centre on the Maroondah Highway at Ringwood, 1953-54
(source: Picture Collection, State Library of Victoria)*

During this period, comparable changes took place in Croydon. George Pile recalls that, when he opened his accountancy business in Main Street in 1950, no new shops had been built since the War.[30] The first of the new-style premises was a showroom for credit retailers Lawson & Carrington (1953), which demonstrated changing retail practices with its fully glazed façade and steeply raked awning "in place of the traditional parapet". The modern arcade phenomenon also duly emerged in Main Street, with a modest example at No 166 designed for estate agent J P Mardling (1958) and the larger *Centreway Arcade* at No 99 (c1969).

The 1950s also ushered in the new era of self-service groceries and supermarkets. One of Croydon's first self-service groceries, established by the Eastern Egg Producers Society, opened on Main Street in the early 1950s.[31] Ringwood had a branch of Dickins' Supermarket by 1954, fronting Melbourne Street rather than the Maroondah Highway so as to take advantage of off-street parking at the nearby recreation reserve. [32] Other well-known chain stores began to establish outlets in both Ringwood and Croydon. By the early 1960s, Ringwood had branches of G J Coles, Hattam's, Dimmey's Model Stores and Paterson's Furnishings.[33] One of Croydon's first chain stores, a branch of F J Walker's menswear, opened on Main Street in June 1963.[34]

In 1964, it was reported that over twenty new shops had been erected in Main Street in the past four years.[35] Writing a few years later, Muriel McGivern acknowledged the increased diversity of local retailers when she noted that "since the war, the present era stands as the first in which the Croydon housewife has not the need of travelling the eighteen miles to Melbourne to shop for the unusual". [36] By then, there were no fewer than four self-service groceries in Main Street, plus one grocery that still served over the counter. Such quaint remnants of pre-war retailing would be gradually swept away by the supermarket era, which saw a branch of Woolworths open in Croydon's Main Street in October 1968. [37] Two years later, Safeway established its presence in Ringwood with a supermarket on a former timberyard site at the prominent corner of the Maroondah Highway and Warrandyte Road. [38]

Representative places

Lewis & Carrington showroom (former), 141-145 Main Street, Croydon (1953)

Drive-in Shopping Centre, 86 Maroondah Highway, Ringwood (1953-54)

Midway Arcade, 1-15 Midway Arcade, Ringwood (1954-55)

Creating car-based centres in the post-war era

From the 2003 thematic history

> *A steady growth in car ownership in Australia in these years made the automobile an important factor in shopping centre planning. Shoppers not only expected service, value and a variety of goods, but the convenience of abundant car parking, close to shopping centres. The Drive-In Shopping Centre in Maroondah Highway, Ringwood, c1950 [1953-54], is an example of an early attempt in Maroondah to accommodate both the car and the shopper. In the following decade American-style shopping malls extended this concept on a larger scale. Eastland opened in 1967, and its aim was to make Ringwood the commercial hub of the outer eastern suburbs. The shopping centre shows a distinct shift away from the earlier malls constructed by the group, which catered primarily for shoppers travelling by car. Eastland was the first of a series of malls and freestanding stores constructed by Myer, close to established public transport routes. [39]*

---

30   George Pile, *Bush Town to City*, p 2.
31   Muriel McGivern, *A History of Croydon: A Second Volume*, p 289.
32   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 17.
33   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 17; Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 17.
34   George Pile, *Bush Town to City*, p 16.
35   George Pile, *Bush Town to City*, p 97.
36   Muriel McGivern, *A History of Croydon: A Second Volume*, p 30.
37   George Pile, *Bush Town to City*, p 140.
38   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 8.
39   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), pp 52-53

The most significant advance in post-war retailing has been the emergence of regional shopping centres that consolidate a range of services (supermarkets, department stores, speciality retailers) with ample carparking for the busy shopper. Developments of this type in the study area date back to the early 1960s, when the City of Ringwood proposed to erect a regional shopping centre on a fourteen-acre site on the north side of Maroondah Highway, between Warrandyte Road and Ringwood Street, which included the Ringwood Reserve. Although originally intended as the site for a new civic centre, plans for a shopping centre were prepared during 1961. A massive two-storey complex, it would accommodate two department stores, a food market, thirty shops and parking for over 1,000 vehicles. However, the ambitious project was delayed by objections from local retailers and others (some of which resulted in high court challenges), and it was not until December 1965 that the Council accepted a tender for what, by that time, had been dubbed the Eastland Shopping Centre.[40]

By that time, another regional shopping centre had already commenced operation in Croydon. Developed by a British retailing giant as its first (and only) foray into Victoria, the Arndale Centre opened in November 1964.[41] Occupying a four acre site on Mount Dandenong Road, it comprised two large chain stores (Safeway and McEwans), linked by an enclosed arcade of fourteen shops. Nearly two years passed before work began on a larger and grander counterpart at Ringwood. When it opened in October 1967, the Eastland Shopping Centre offered consumers a Myer Emporium, a Woolworth's supermarket and more than forty shops.

For many years, Ringwood's Eastland Shopping Centre and Croydon's Arndale Centre proved adequate for the needs of local consumers. From the mid-1970s, a second wave of shopping centre development became apparent, introducing smaller-scaled localised facilities that typically combined a single supermarket with a number of speciality shops. One of the first of these was North Croydon Shopping Plaza, which opened in June 1976 at corner Maroondah Highway and Exeter Road and provided a Coles supermarket and fifteen shops.[42] Two years later, the Myer Emporium purchased the former site of the Ringwood Timber & Trading Company, at the corner of New Street and Maroondah Highway, and the four-acre site rezoned to allow the construction of a new shopping centre incorporating a supermarket and a Target store.[43] In 1979, the former Croydon Market site on Kent Avenue, was acquired by New World Developments for a shopping centre, which opened in December 1982.[44] Amongst other similarly scaled retail centres to emerge in the 1980s included the McAdam Square Shopping Centre in Plymouth Road, Croydon North (1981) and the Canterbury Gardens Shopping Centre at the corner of Colchester and Canterbury Roads (1987).[45]

By the mid-1980s, the district's two original regional shopping centres were both in need of upgrading. The Arndale Centre, which changed ownership in 1980, was redeveloped five years later, when the entire site was cleared and a new complex developed thereon.[46] This new Arndale Centre, incorporating a Safeway "Hypermarket", opened in February 1986.[47] The same fate befell Eastland from the early 1990s, when much of the original complex was demolished save for the original Myer department store wing. When the new Eastland was re-launched in 1995, it had effectively doubled in size, with four major retailers (Myer, Safeway and Kmart) and 170 specialty stores

Representative places

North Croydon Shopping Plaza, 401 Maroondah Highway, Croydon North (1976)

McAdam Square Shopping Centre, Plymouth Road, Croydon (1981)

Civic Square Shopping Centre, 224-238 Mount Dandenong Road, Croydon (1986) – *site of Arndale Centre*

40   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 212.
41   Muriel McGivern, *A History of Croydon: A Second Volume*, p 27.
42   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 92, 176.
43   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 213.
44   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 189.
45   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 271.
46   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 187.
47   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 240, 228.

*Figure 5e: The new Arndale Shopping Centre on Mount Dandenong Road at Croydon (1964)
(source: Picture Collection, State Library of Victoria)*

*Figure 5f: Promotional illustration of the so-called New Ringwood Market, opened in July 1982
(source: Age, 17 March 1982)*

Developing markets after 1945

From the 2003 thematic history

> *A 'trash and treasure' market opened in 1972. Trading on Sundays, it sold new and used goods, including jewellery, fresh flowers, art, clothing, books, etc. In 1982, the market was moved to make way for the development of a Coles New World supermarket. The market now operates on another site in Kent Ave.[48]*

Outdoor markets operated in both Ringwood and Croydon prior to WW2, but only the latter remained in continuous operation into the post-war era. Located on Kent Avenue, the Croydon Market was established by Allan Brown in 1927 and was still thriving at the time of his death in 1964, when the "stately gums" lining the driveway were cut down and a new steel-framed pavilion was built.[49] The iconic trash-and-treasure market (aka "Flea Market") commenced in June 1972 and proved an immediate success.[50] Seven years later, the site was acquired for a new shopping centre, although the project incorporated a covered carpark where the market re-opened in June 1982.[51] This was refurbished in 1995 to include a fresh produce market and a huge mural depicting Croydon's history.[52] Ringwood's original outdoor market, on the corner or Ringwood and Seymour Streets, fell into disuse before WW2, but re-opened on the same site (on a smaller scale) in the late 1950s.[53] In the early 1980s, the site changed ownership and was redeveloped as the New Ringwood Market, with stalls, shops and restaurants enclosed within a sprawling single-storey building. Opened in June 1982, the New Ringwood Market operated until 2008.[54] Its Croydon counterpart ceased in 2010.

Representative places

Croydon Market, Kent Avenue, Croydon (1982)

5.4   Exhibiting Victoria's innovation and products

> *This sub-theme is not applicable to the study area in the post-war period*

5.5   Banking and finance

Establishing branch banks in the suburbs after 1945

The spread of branch banks across the study area after WW2 followed a similar pattern evident elsewhere in the metropolitan area. Changes in legislation prompted the nationalisation of private trading banks and the creation of savings bank subsidiaries. Consequently, there was a boom in the establishment of branch banks as the government-run State Savings Bank of Victoria expanded its own facilities to keep up with the growth of the private banks. One of the first banks to establish a presence in the study area in the post-war era was the National Bank of Australia, which opened for business in rented premises in Main Street, Croydon, in 1948.[55] Two years later, the Bank of NSW followed suit, with a branch near Croydon's railway station. In 1958, the National Bank relocated to a stylish purpose-built branch on Main Street, described by Muriel McGivern as "the first of the present trend of bank architecture erected in our town".[56] It certainly set a precedent in Main Street; the next few years witnessed a boom in new branch banks, including those for the Commercial Banking Corporation (1959), the ANZ Bank (1961), the Bank of NSW (1961) and the Commonwealth Bank (1962).[57] Also during this period, the State Savings Bank erected a second branch in Main Street, completing the earlier sub-branch that it had opened there in 1927.

48   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), pp 52-53
49   Muriel McGivern, *A History of Croydon: A Second Volume*, p 193.
50   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 53.
51   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 194.
52   Croydon Historical Society, *Croydon: Then and Now*, p 47.
53   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 30.
54   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 5.
55   Muriel McGivern, *A History of Croydon: A Second Volume*, p 255.
56   Muriel McGivern, *A History of Croydon: A Second Volume*, p 255.
57   Muriel McGivern, *A History of Croydon: A Second Volume*, p 256.

The later 1950s and early 1960s, saw comparable bank expansion across the study area. In 1955, the ES&A Bank built a branch on the Maroondah Highway at Ringwood that attracted press attention for its unusual design, with the strong-room boldly protruding through a glazed façade. During 1958, a branch of the State Saving Bank was built in Ringwood East, and a branch of the Commercial Savings Bank at Hewish Road, Croydon. [58] The early 1960s saw branches of the State Savings Bank and Commonwealth Bank opened on Canterbury Road at Heathmont. [59] At the same time, Ringwood's pre-war State Savings Bank on Maroondah Highway was remodelled (including what historian Richard Carter described as "ghastly new façade").[60]

By the mid-1960s, the bank branch boom had abated considerably. The State Savings Bank went on to open a few more branches along existing retail strips, including Warrandyte Road, Ringwood North (1971) and Canterbury Road, Heathmont (1972). Also in 1971, the ANZ Bank acquired the former Moran & Cato store on the Maroondah Highway at Ringwood and remodelled it (including a new façade) to form a new branch. [61] Croydon's Main Street saw no further expansion of bank premises until a new building for the Commercial Bank of Australia opened in August 1976.[62] Four years later, the original State Savings Bank at 50 Main Street, erected as a sub-branch in 1927, was promoted to full-fledged branch status and the building was refurbished and enlarged accordingly. [63] In 1987, it was superseded by a new purpose-built branch nearby, at the corner of Hewish Road.[64]

Representative places

State Savings Bank branch (former) 131 Main Street, Croydon (1961)

State Savings Bank branch (former), 196 Canterbury Road, Heathmont (1972)

Bank of NSW branch (former), 90a Maroondah Highway, Ringwood (1980)

5.6   Entertaining and socialising

Establishing and expanding licensed premises after 1945

From the 2003 Thematic History:

> The Club Hotel .. the Coach and Horses .. and many other early hotels including the Croydon Hotel in Main Street, and the Prince of Wales Hotel in the Maroondah Highway, operated until the late 1960s. They were replaced by a new style of hotel with larger private rooms for wedding receptions and functions, restaurants and motel accommodation. [65]

Except for the Burnt Bridge Hotel, delicensed in 1917 and adapted as a general store, all of the pre-war hotels in the study area thrived into the post-war era. The new era of modern hotels began in the mid-1960s, when the Croydon Hotel at the corner of Main Street and Hewish Road (dating back to the 1920s, and often cited as Croydon's only hotel) came up for auction. While promoted as a "magnificent hotel business development site", any hopes of a new hotel being built evaporated when the property was purchased for a new supermarket. During 1965, as the old hotel was demolished, publicans Wal and Naida Elms sought approval for a brand new counterpart on Dorset Road.[66] Reportedly conceived "to a world standard", the new Dorset Gardens Hotel opened on 21 November 1967.[67] A vintage red gum log buggy, prominently displayed in front of the complex, became the hotel's logo.[68]

---

58   Muriel McGivern, *A History of Croydon: A Second Volume*, p 256.
59   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 195.
60   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 6.
61   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 18.
62   George Pile, *Bush Town to City*, p 258.
63   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 176.
64   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 273.
65   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 45.
66   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 62, 65.
67   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 56.
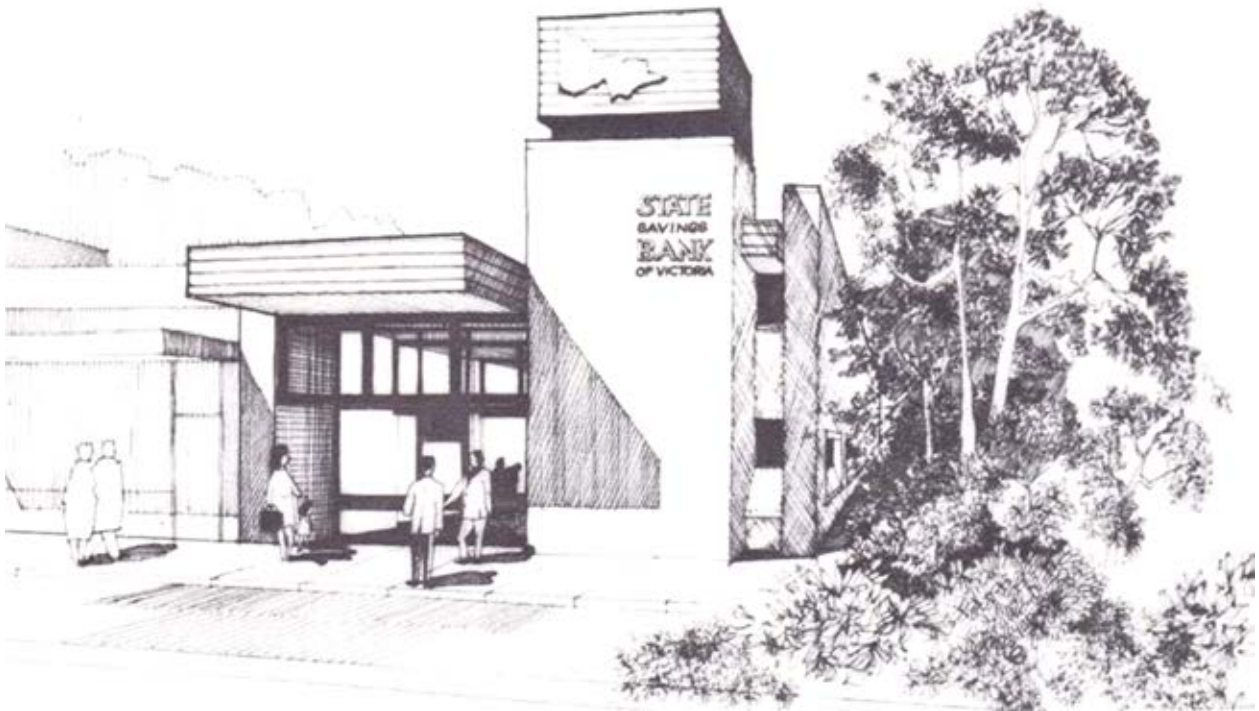68   George Pile, *Bush Town to City*, p 132.

Figure 5g: Architect's perspective of State Savings Bank branch at Canterbury Road, Heathmont (K & J Reid, 1971) (source: Statesmen, December 1971)

Figure 5h: Croydon's Mayor, Cr George Pile, officially opening the new Dorset Gardens Hotel, May 1968 (source: George Pile, From Bush Town to City)

The next few years saw a minor boom as new hotels were built and existing ones modernised keep up with them. The Coach & Horses Hotel at Ringwood was stripped of its Streamlined Moderne facade in the later 1960s, while the Club Hotel in Ringwood East received a fashionable Tudor Revival makeover in 1973.[69] In the interim, Carlton & United Breweries built the new Croydon Hotel on a six-acre site on the Maroondah Highway. Completed at a cost of over one million dollars, it opened in February 1970.[70] This was followed by the Manhattan Hotel in Ringwood, at the corner of Canterbury and Heatherdale Roads, which opened in 1972. Not to be outdone, the Dorset Gardens Hotel was also upgraded that year, with a new $350,000 wing providing restaurant and reception facilities. A later development was Colonial Court Receptions, a licensed reception centre that opened in 1978 on the Maroondah Highway at Croydon North.[71]

A second wave of hotel expansion took place in the 1990s, when virtually all local hotels were refurbished to upgrade existing facilities and provide new ones such as gaming areas, nightclubs and family bistros. The Club Hotel in Ringwood East, the only Victorian-era hotel still operating in the study area, was remodelled to create a "new leading edge entertainment venue", re-opening in the mid-1990s as Daisey's Club Hotel. Since then, the Manhattan Hotel, the Coach & Horses Hotel, the Croydon Hotel and the Dorset Gardens Hotel have all undergone comparably substantial phases of renovation and expansion.

Representative places

Dorset Gardens Hotel, 335 Dorset Road, Croydon (1967)

Croydon Hotel, 47-51 Maroondah Highway, Croydon (1970)

Manhattan Hotel, corner Canterbury and Heatherdale Roads, Ringwood (1972)

Dining out: developing culinary, café and bar culture after 1945

From the 2003 Thematic History:

> *More recently nightclubs and bars, either attached to hotels, or more commonly, operated as independent venues have become places for people to drink and socialise; and in more recent years American fast food franchises have also replaced the role of hotels along the Maroondah Highway.*[72]

Typical of the outer eastern suburbia, the study area offered few options for fine dining and café culture in the early post-war era. Heathmont's retail strip on Canterbury Road would have been representative of many: three milk bars that opened between 1952 and 1963, and a fish and chip shop from 1957.[73] An early example of American-style takeaway food culture opened in the late 1950s: the *Chicken Cabin* on the Maroondah Highway at Croydon, shrewdly sited near the main entrance of the drive-in cinema.

Fine dining arrived in the study area in the early 1960s, with the opening of the *Bird & Bottle Restaurant* on the Maroondah Highway at Croydon North. Founded by a group of businessman that included architect Hank Romyn (who also designed the building), the Bird & Bottle opened in in April 1962 and was considered to be "the first restaurant of world class to come to Croydon".[74] Early the following year, it was joined by the *Hunter's Lodge* in Dorset Road. A venture of German migrant Harry Lohe, this Bavarian-themed restaurant and reception centre commenced business in July 1963 in a house that architect Norman Seabrook had designed for himself in the late 1930s. Licensed from 1966, the *Hunter's Lodge* remained popular for many years.[75] Fine dining also reached Heathmont in 1966 with the opening of *Nandina*, a coffee lounge, restaurant and reception centre on Canterbury Road[76]

69   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 76, 79.
70   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 6.
71   Muriel McGivern, *A History of Croydon: A Second Volume*, p 149.
72   *Maroondah Heritage Study: Stage One* (2003), p 45.
73   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, pp 79, 144.
74   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 252.
75   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 188-89.
76   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, pp 5, 178.

By the late 1960s, dining options had increased notably. One of the study area's first Chinese restaurants, Robert and Nancy Chen's *Sha Tin* on Canterbury Road at Heathmont, opened in July 1969 and thrived for forty years.[77] Of comparable vintage was *Canton*, an Asian eatery on Ringwood's Maroondah Highway that, despite its name, offered Malaysian cuisine.[78] Another early Chinese restaurant, *Chan Wing* opened on Croydon's Main Street, circa 1971. By then, the new era of modern hotel/motel complexes had brought further opportunities for fine dining. When the Dorset Gardens Hotel was enlarged in 1972, its new facilities included a bistro, the *Gas Lantern Restaurant*. "Dining out is here to stay", quipped owner Wal Elms.[79]

Following the lead of Croydon's *Chicken Cabin*, the early 1970s saw the emergence of American-style fast-food chains. One of the first in the study area was the Beef Ranch, a re-branding of an American franchise known as Beef-a-Roo. Melbourne's first Beef Ranch opened at Ringwood in 1970, in a striking Western-themed building (designed, surprisingly enough, by leading architects Chancellor & Patrick) at 92 Maroondah Highway. A short-lived venture, the premises was later taken over by Pizza Hut as one of its first Melbourne outlets. McDonalds entered the study area in the mid-1970s, building a restaurant on the site of the *Chicken Cabin* at Croydon. Others to follow suit, with new premises along the Maroondah Highway, included Kentucky Fried Chicken (c1977), Denny's (1984) and Red Rooster (c1986). When the Croydon Village Motel was sold for redevelopment in the late 1980s, two new chain restaurants were built on the property's Maroondah Highway frontage, providing competition for the adjacent McDonalds.

Such was the expansion of dining culture in the study area that, by the late 1980s, Muriel McGivern could confidently assert that "Croydon is famed for its modern restaurants, several being of world class".[80] Amongst the new restaurants to emerge in the 1990s were Niko's Greek Tavern on Mount Dandenong Road, and Bell's Restaurant, which took over the former Pizza Hut at Croydon. From around 1995, an outpost of the popular Smorgy's Restaurant franchise, in a distinctive Polynesian-style building, was a minor landmark along the Maroondah Highway at Ringwood.

Associated places

Bird & Bottle Restaurant (former), 333 Maroondah Highway, Croydon (1962) – *later offices*

McDonalds Restaurant, 101 Maroondah Highway, Croydon (c1976)

Smorgy's Restaurant, 523 Maroondah Highway, Ringwood (c1995) – *demolished*

Creating picture theatres after 1945

Unusually for suburban Melbourne, no purpose-built picture theatre existed in the study area prior to WW2, although films were screened at the Croydon Hall from the 1920s. It was not until January 1955 that the first new facility appeared, in the form of a drive-in cinema.[81] Established on a former plant nursery on the Maroondah Highway, the Croydon Village Drive-In was only the second of its kind in Melbourne, following one at Burwood that opened the previous year. Initially with space for 450 cars, the drive-in later expanded to accommodate 750. With related attractions including a playground, swimming pool and go-kart track, the Croydon Village Drive-In remained a popular local venue for the district's younger set until its closure in 1990. More discriminating cinemagoers, however, still preferred the Croydon Hall, which remained popular as a *de facto* picture theatre even despite the advent of television in 1956. The Croydon Film Society, founded that year, regularly held its film nights at the hall.[82] Public screenings took place on Saturday evenings and matinees well into the 1960s.[83] Even as late as 1973, the cinema was selected to be as the outer eastern suburban venue for the annual children's holiday film festival.[84]

77   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 140.
78   Peter Snark and Peter Latreille, *Eating Out in Melbourne*, p 25
79   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 56.
80   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 165.
81   Muriel McGivern, *A History of Croydon: A Second Volume*, p 162.
82   George Pile, *Bush Town to City*, p 48
83   Muriel McGivern, *A History of Croydon: A Second Volume*, p 193.
84   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 58.

Figure 5i: The Bird & Bottle Restaurant on the Maroondah Highway at Croydon North, as it appeared in 1985 (source: Croydon Historical Society, Croydon: Then and Now)

Figure 5j: The Polynesian-themed Smorgy's Restaurant at Ringwood, shortly before demolition in 2007 (source: photograph by Simon Reeves, circa 2006)

When the Croydon Leisure Centre was mooted in the 1970s, it was suggested that its second stage include a theatre/cinema to replace the pre-war facilities at the Croydon Hall. While this was keenly supported by many, and especially the Croydon Film Society, much debate ensued.[85] Ultimately, it was decided that the facility would not be included, as the City of Ringwood was about to proceed with a similar project (later the Karralyka Centre). The City of Croydon abandoned its own scheme and used the funds for a heated indoor swimming pool.[86] The provision of a local cinema thus fell under the jurisdiction of private enterprise. In 1976, it was proposed to build a twin-cinema centre, with an arcade of thirteen shops, on the site of a petrol station in Hewish Road.[87] Simply known as the Croydon Cinema, it opened on Boxing Day, 1977.[88]

Representative places

Croydon Cinema, 3-5 Hewish Road, Croydon (1977)

5.7   Catering for tourists

Accommodating tourists

Melbourne's first modern American-style motel opened in Oakleigh in 1957. While many appeared across the metropolitan area over the next few years, the typology remained unrepresented in the study area until 1961.[89] Located on the Maroondah Highway, the *Croydon Village Motel* was developed by the same group of businessman responsible for the adjacent drive-in cinema. Competition arrived a few years later with the opening of the Ringwood Motel on the other side of Maroondah Highway, closer to Ringwood. This major thoroughfare remained the focus when a second phase of motel development occurred in the 1980s. Those to appear during the decade included the *Ringwood Regent Motor Inn* (c1982) and *Ringwood Lake Motor Inn* (1989), both in Ringwood, and the *Victoria House Motor Inn* in Croydon (1987). The latter, developed beside to the *Bell & Bird Restaurant* (and by one of its co-founders, Duncan Lee), was conceived as a row of replica Victorian-era terrace houses. At the time, it was lauded for the way that it departed from convention, "recreating the period of elegant antique furniture".[90]

It is demonstrative of the limited demand for tourist accommodation in the study area that, when Croydon restaurateur Harry Lohe proposed to establish a caravan part alongside his *Hunter's Lodge* in Dorset Road in the 1970s, he was unable to obtain council approval, and the scheme was duly abandoned.[91]

Representative places

Ringwood Motel, 442 Maroondah Highway, Ringwood (c1965)

Victoria House Motor Inn, 331 Maroondah Highway, Croydon (1987)

Visiting tourist attractions

From the 2003 Thematic History:

> Until the late 1960s, the Victorian Railways ran its only metropolitan coordinated rail and bus tour, where passengers would travel to Mount Dandenong via Croydon or Ferntree Gully Stations, and from there transfer to buses for the Dandenongs. Roads improved in the post-war period and the motor car became faster and accessible to more and more Australians, with further distances travelled on drives and holidays. The continued sprawl of metropolitan Melbourne transformed Croydon from a country town to an outer suburb of Melbourne, diminishing its appeal as a tourist destination.[92]

---

85   George Pile, *Bush Town to City*, p 48
86   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 133.
87   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 102.
88   Muriel McGivern, *A History of Croydon: A Second Volume*, p 138.
89   Muriel McGivern, *A History of Croydon: A Second Volume*, p 162.
90   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 268.
91   George Pile, *Bush Town to City*, p 288.
92   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 46.

Figure 5k: Contemporary advertisement for the Croydon Village Motel on the Maroondah Highway (source: RACV Accommodation Guide, 1968)

Figure 5l: Replica timber miner's cottage erected at Ringwood Lake in 1983, photographed by John Collins (source: Picture Collection, State Library of Victoria)

While visitors flocking to the tourist hotspots in the Dandenongs may have necessarily passed through Ringwood and Croydon en route, the study area itself never really developed as a tourist destination in its own right. In the early 1970s, Croydon's new Mayor took up the post with grand plans to develop the Town Park as a tourist attraction with picnic areas and other facilities for the crowds that descended each Sunday for the Flea Market. Instead, the Council acquired 17 acres of bushland in Warranwood to be developed as a tourist-oriented picnic area with sports facilities and "the retention of bushland for passive recreation".[93] A few years later, a proposal to establish a local history museum at Croydon was rejected by the president of the historical society himself, who stated that he didn't see the need for it because Croydon "was not a tourist town".[94] Ultimately, a permanent exhibition space for the society was incorporated as part of the new Croydon Library, which opened in 1981.[95] Nevertheless, as recently as the late 1980s, Muriel McGivern was moved to observe that "Croydon lacks the delights of tourist sights, to some extent".[96]

For the most part, the same has been true in Ringwood. The post-war period saw some tourist-oriented attractions develop in Ringwood Lake Park, including a fondly-remembered vintage steam locomotive (c1970; since removed) and two replica historic structures: a miner's cottage (1983) and mining poppet head (1987). The latter structures, built by the City of Ringwood in association with the Ringwood Local History Group, formed the core of an open-air local history museum that acknowledged the importance of mining in Ringwood's history. Although the cottage and poppet head were both destroyed by fire in 2009, other mining-related interpretative exhibits remain in the park.

Representative places

Bemboka Reserve (later Warranwood Reserve), Bemboka Road, Warranwood (1972 onwards)

5.8   Working

Working in an office

In the early post-war era, office accommodation in the study area generally followed the established pre-war tradition, where professional services occupied space at the rear or first floor of buildings along retail strips. This was typified by the two-storey commercial premises erected in 1947 at 163-167 Maroondah Highway; while the upper level was originally intended for residential use, it was soon pressed into service for offices of solicitor Winifred McCook.[97] The first example of this typology to appear in Heathmont's shopping strip was erected in 1955 by Bert Lavis, one-time Mayor or Ringwood, providing a large ground floor showroom for his hardware business, with offices upstairs.[98] Grander still, and of comparable date, was the Midway Arcade in Ringwood (1954-55), a two-storey complex that provided retail tenancies at street level with offices above that were accessed via open galleries. Two later arcades in Croydon's Main Street followed similar lines: one, built in 1958 for estate agent J F Mardling, was a single-storey complex combining a bank branch with a row of office suites and the other, dating from the late 1960s, was double-storeyed, with offices above and shops below.

During the 1960s and '70s, standalone office buildings were comparatively rare in the study area and tended to congregate on the outer fringes of existing retail strips, such as Ringwood Street and Hewish Road. An early two-storey office block on at 21 Ringwood Street, known as *Co-Operative Court* (c1967) was duly joined by another, *Ringwood Chambers*, at No 23 (c1968) and then the new two-storey premises of the AMP Society at No 19 (c1971). Collectively, these buildings accommodated a range of tenants, but with a particular focus on insurance companies and medical specialists. During the 1980s and 90s, such standalone office buildings not only became more common across the study area, but also larger in scale and often with an increasing level of architectural sophistication.

93   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 48-49.
94   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 97.
95   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 181.
96   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 58.
97   Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*, p 18.
98   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 149.

<u>Representative places</u>

Office building (former *Co-Operative Court*), 21 Ringwood Street, Ringwood (c1967) - *demolished*

Shop with offices above, 103 Canterbury Road, Heathmont (1980)

Telecom District Office (former), 39 Hewish Road, Croydon (c1985)

Office building, 5 Molan Street, Ringwood (1990)

6.0   BUILDING TOWNS, CITIES AND THE GARDEN STATE

6.1   Establishing Melbourne Town, Port Phillip District

This sub-theme is not applicable to the study area in the post-war period

6.2   Creating Melbourne

This sub-theme is not applicable to the study area in the post-war period

6.3   Shaping the suburbs

Developing urban services and infrastructure after 1945

Water supply

From the 2003 Thematic History

> *The connection of Maroondah to Melbourne's reticulated water system in the 1920s, is a result of the completion of the O'Shannassy and Upper Yarra systems, constructed by the Melbourne and Metropolitan Board of Works. The system was a response by the MMBW to the increase in population in Melbourne's east and south-east, and to provide this part of the metropolitan area with an adequate water supply.[1]*

While the extension of the town water supply to Ringwood's elevated northern fringes was a pressing issue in the pre-war era, it was not until 1939 that a seven mile pipeline was laid from the reservoir on Pinemont.[2] Supplies to the comparably hilly parts of Croydon were still limited in the early 1960s, when a new main was installed in "to augment the irregular supply on the uplands". A large tank, built near the summit of Graham's Hill, was connected to a pump in Alice Street that activated automatically when the tank's water level dropped below a certain level.[3] Around the same time, the Preston Water Main was laid along Exeter Road, crossing Yarra Road near what was then the shire boundary.[4]

Representative places

Water tank, 7-17 Pine Crescent, Ringwood North (c1945)

Water tank, 21 Richardson Road, Croydon (c1962)

Electricity supply

From the 2003 Thematic History:

> *In 1915, Ringwood and Croydon were connected to electricity, when the Lillydale Shire Council began purchasing power from the Nunawading Shire Council, which had been connected earlier to the Melbourne Electrical Supply Company grid. In 1919, the State Electricity Commission of Victoria was formed, and a combination of both the Commission and the Melbourne Electrical Supply Company supplied the district's electricity until the early 1920s.*
>
> *By 1924, a 132,000 volt transmission line was built by the Commission, connecting Melbourne with the generator at Yallourn. The route of this transmission line passes from north to south through Maroondah, east of Heatherdale Road… Ringwood emerged as an important part of the SECV's system during the 1920s. In 1924-25, an outdoor transformer station was constructed. The completion of this, and similar stations at Preston and Sunshine, with the construction of a sub-station in Collingwood, enabled the SECV to make bulk supplies of electricity available to the metropolitan area. [5]*

---

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 26.
2   Hugh Anderson, Ringwood: *Place of Many Eagles*, pp 181-82.
3   Muriel McGivern, *A History of Croydon: A Second Volume,* p 80.
4   Muriel McGivern, *A History of Croydon: A Second Volume,* p 176.
5   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), pp 27-28.

Although electricity reached Heathmont in 1937, the supply was not connected to Bayswater North until the late 1940s.[6] By all accounts, the pre-war terminal station off Heatherdale Road could cope with this rising demand: even in the mid-1960s, it still occupied a small site bounded by Crosswell, Newman and Molan Streets. By 1970, however, it had been greatly enlarged, extending south as far as Palmerston Road and eastwards to New Street. In the early 1970s, a site for a second terminal station was reserved off Plymouth Road in Croydon North, anticipating the local project housing boom. While this site was reserved for over two decades, the terminal station was ultimately not built there and the land later subdivided for housing. During the 1980s, SEC sub-stations were provided at Oban Road, Ringwood North, and Dorset Road, Croydon. The original terminal station at Ringwood, bisected by the proposed Scoresby By-Pass, has occupied a reduced area since the freeway was completed in the early twentieth first century.

When the SEC took over responsibility for electricity supply in the study area in the mid-1920s, it established a local office in existing premises in Adelaide Street, Ringwood. In 1956, it relocated to purpose-built headquarters at the corner of Maroondah Highway and Ringwood Street.[7]

Representative places

SEC Headquarters, 139 Maroondah Highway, Ringwood (1956)

Croydon Terminal Station, 336 Dorset Road, Croydon (1980s)

Gas supply

From the 2003 Thematic History:

> The completion in 1960-61 of the Lower Dandenongs' Gas Project, connected Croydon and Ringwood to the state's gas reticulation system. At the time of its construction, it was the most ambitious extension yet under taken to the Corporation's system, and required the laying of 47.5 kilometres of mains. The project encompassed an area from Lilydale to Ferntree Gully, and was designed to make gas available to a future growth area of Melbourne.[8]

With the gas reticulation project coinciding with the proclamation of the City of Ringwood in March 1960, the Gas & Fuel Corporation provided a float for the street procession held to mark the municipal milestone. During that year, the corporation also acquired land in Dorset Road, Croydon, which was developed as a storage depot with a small amenities block.[9] In 1969, when the Melbourne's entire gas reticulation system was adapted for the introduction of natural gas, Ringwood was selected as the site for one of four metering stations that would test, measure and regulate the supply of natural gas as it entered the system.[10]

Representative places

Gas & Fuel Corporation Depot (former site), 345-367 Dorset Road, Croydon (1960) - *demolished*

Drainage and sewerage

From the 2003 Thematic History:

> In the 1920s, the MMBW was in charge of providing water and sewerage to an area within a radius of 20.8 kilometres from the city. Maroondah fell outside this area. This hampered the district obtaining a sewerage system. In 1925, a night-soil depot on the north-east corner of Heatherdale and Canterbury roads was purchased by the Council as a site on which to construct a treatment plant. Like many previous and later schemes, the plant did not eventuate.[11]

---

6   Muriel McGivern, *A History of Croydon: A Second Volume*, p 146.
7   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 21.
8   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 46.
9   ICF Pty Ltd, "Environmental Audit Report: 345-367 Dorset Road, Croydon", dated 29 April 1993.
10   Gas & Fuel Corporation of Victoria, *Nineteenth Annual Report for the year ended 30th June 1949*, p 4.
11   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 28.

While the possibility of extending MMBW sewerage mains to Ringwood was mooted several times in the pre-war era, it was not until January 1945 that a comprehensive proposal for this was prepared by a firm of consulting engineers. [12] This ambitious undertaking, which allowed for 749 connections with a treatment plant on the site of the nightsoil depot, did not proceed. During the 1950s, there were further attempts to have the MMBW's service boundary extended as far as Ringwood. Similar agitations took place over in Croydon, where an independent body, the Croydon Sewerage Authority, was formed as early as 1952.

The MMBW sewerage main finally reached Ringwood in the mid-1960s, with the first house (the residence of one Samuel Dodds in Sherbrook Avenue) connected in January 1964. At the time, it was reported that "Ringwood is partially sewered, and work is proceeding throughout the rest of the district". [13] The first stage provided connections to 1,000 houses in central Ringwood, while the second stage would provide a further 1,500 connections to the south and north-east. In 1968, a tender was accepted for erection of a branch sewer north of the Dandenong Creek, between Marlborough and Armstrong Streets. Heathmont's southerly fringes remained unsewered as late as 1972. Until the MMBW connection that year, the state school relied on a sewerage tank with alarm bells and flashing lights when more chemicals needed to be added.[14]

By the late 1960s, there had been little such development in the eastern part of the study area. Hindered by the costs of laying out a sewerage scheme, coupled with difficulties in finding a suitable site for a treatment plant, the Croydon Sewerage Authority made little progress. In May 1967, it was reported that the authority had leased the former council pound site in Norman Road for its new depot, but this did not proceed.[15] In 1970, it was urged that the responsibility for Croydon's sewerage reticulation be taken over by the MMBW. Pending establishment of standalone infrastructure, Ringwood's existing sewerage network was temporarily extended to Croydon, although much of the area was still unsewered in 1975. [16] A plan to extend sewerage lines to Croydon North, with a treatment plant at Brushy Creek, was delayed by industrial action in 1976, although work was committed to resume once the dispute ended.[17] The treatment plant, off Karingal Street (just outside the north-western boundary of the study area), was finally completed in the early 1980s.

Representative places

House, 5 Sherbrook Avenue, Ringwood – first house in the area to have MMBW sewerage connection

Rubbish disposal

At the end of the WW2, local residents were still served by the two council rubbish tips provided in remote corners of the respective municipalities: one on the east side of Wantirna Road in Ringwood, and the other at the end of Trawalla Road in Croydon. As residential expansion burgeoned into hitherto underdeveloped areas in the post-war era, the local tips became a source of local concern. As early as 1950, Ringwood East residents petitioned for the tip to be infilled and a kindergarten erected thereon.[18] This, however, did not eventuate at the time, and the tip remained in use into the 1970s. A similar pattern was evident in Croydon, where the council employed the same garbage contractor for several decades prior to 1972.[19]

In 1975, the City of Croydon joined a regional Refuse Disposal Group and, for the next two years, assumed responsibility for the disposal of waste not only from within its own boundaries, but also for the adjacent City of Ringwood and City of Doncaster.[20] Not surprisingly, the old rubbish tip in Trawalla Road was soon filled to capacity, initiating a scheme for it to be closed and the site redeveloped a nine-hole golf course.[21]

12   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 187.
13   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 21.
14   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§14).
15   George Pile, *Bush Town to City*, p 112.
16   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 88.
17   George Pile, *Bush Town to City*, p 68.
18   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 186-87.
19   George Pile, *Bush Town to City*, p 175.
20   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 214.
21   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 109.

Residential subdivision after 1945

From the 2003 Thematic History:

> *By 1946, Ringwood's population had doubled in twenty years to 4,000. The Victorian Municipal Directory of 1946, describes Ringwood as a 'rapidly rising suburb'. Regardless, it still remained outside the boundaries of the Board of Works and other utilities. Frustrated with the lack of direction in planning in the suburb, in 1944, the Council sought advice from Oswald Burt, Commissioner of the Housing Commission and Frank Heath, a member of the Town Planning Commission, on better planning procedures, with a view to becoming a planned satellite city.204 In 1946, Frank Heath prepared plans for a satellite town at Ringwood. Centred on the present Ringwood Shopping Centre, the town was to radiate from it with a large residential belt, surrounded by an agricultural belt. Industry would have been limited to land on the north-east corner of Canterbury and Heatherdale roads. Due to public opposition, the plan was shelved.[22]*

At the end of the WW2, the study area was characterised by small pockets of dense settlement, larger areas of partial subdivision, and outlying areas that remained wholly unsubdivided. The 1945 edition of *Collin's Street Directory of Melbourne & Suburbs* shows a close network of streets radiating from the railways stations at Ringwood, Ringwood East and (to a lesser extent) Heathmont. North of the Maroondah Highway (then still known as "Main Healesville Road"), there had been scant development towards Mullum Mullum Road, less still beyond Wonga Road and nothing after Warrandyte Road and Oban Road. To the south, there were clusters of streets between Canterbury Road and the Dandenong Creek, but virtually nothing beyond Allens Road and Armstrong Road in Heathmont. Croydon was not even included in that year's directory.

The post-war subdivision boom unfolded gradually from the late 1940s, when a rising number of established orchard properties were sold off for residential development. As poetically rendered in one local history:

> *With the lifting of building regulations following the end of WW2, Ringwood began to stir and shake the apple blossoms out of its hair. Young couples, married during the War and living at Mum's for the duration, cast envious eyes on the broad acres of the orchardists. Land agents following their gaze offered such competitive prices for land that orchard after orchard was carved up into 60 foot blocks and put under the auctioneer's hammer.[23]*

Amongst the first such subdivisions in Heathmont were the former orchards of the Mullers (off Dickasons Road) and the Millers (between Armstrong Road and the Bungalook Creek), both of which were subdivided by 1949.[24] Contemporaneous developments elsewhere in the study area included the *Oban Acres Estate*, at the corner of Maroondah Highway and Oban Road in Ringwood East (1947). In Croydon, Muriel McGivern recalled the *Park Lane Estate* (1949); others included the *Barina Estate* (1949) and *Golf Links Estate* (1950).

The following decade saw new estates proliferate at a more rapid rate. Hugh Anderson noted that, while over seventy major subdivisions appeared from the time the Borough of Ringwood was proclaimed in 1924 and the time it became a City in 1960, most occurred after 1950.[25] From 1956 to 1959, there were three major subdivisions to the north of Ringwood, two to the east and three to the south, with a total of 385 allotments.[26] Subdivision continued unabated in Heathmont, where examples included the Clark family's lemon grove and poultry farm, which was carved up into a residential estate in 1955.[27] By that time, such development had also spread to the pastoral fringes of Bayswater North, where a typical property, the fifteen-acre *Bayfield Park*, was subdivided in two stages in 1953 and 1957. Soon after, the adjacent farm *Boonong* was subdivided, although its original 1870s homestead was retained.[28]

---

22   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), pp 50-51.
23   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 18.
24   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§31, 32).
25   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 159.
26   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 210.
27   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§26).
28   Muriel McGivern, *A History of Croydon: A Second Volume*, p 140.

*Figure 6a: The new Ringwood offices and showroom of the State Electricity Commission, opened 1956
(source: 37th Annual Report of the State Electricity Commission, 1955-56)*

*Figure 6b: Army Survey Corps map showing extent of residential development across the study area by 1960
(source: Hugh Anderson, Ringwood: Place of Many Eagles)*

In Croydon, a vast property at the crest of Graham's Hill, occupied for many years by the eponymous Graham family, was acquired by a development firm, the Landsborough Estate Company, and slated for subdivision.[29] In 1959, one of Croydon's largest single land holdings, the 100-acre orchard established by the Schuhkraft family and latterly taken over by the Australian Fruit & Produce Company, was subdivided to create the *Plymouth Heights Estate* and *Whitehorse Peak Estate*.[30] Around the same time, the second stage of the *Croydon Hill Estate* was released, creating a unique development of larger-than-average allotments (mostly between one and four acres) situated at the highest point in Croydon.

By 1960, this subdivision boom had somewhat abated. That year, two major estates appeared in Ringwood: one in the south and one in the north. Expansion continued in Heathmont, where more local orchards were subdivided in 1960, including those of the Sharp and Barrow families.[31] The latter resulted in a large estate with Barrow Drive, Simla Drive and the Kathleen Barrow Reserve. The 1960 edition of the *Collins Street Directory* provides a snapshot of the extent of subdivision by that time. Street networks had become much denser across Ringwood, with undeveloped pockets west of Great Ryrie Street and the corner of Canterbury Road and Maidstone Streets, and others in Ringwood East and Heathmont. The northern fringes remained sparse, with virtually no subdivision off Oban Road, Warrandyte Road and Wonga Road, save for a few new through-roads and *culs-de sac* marking the start of larger developments. A similar pattern was evident in Croydon: dense development radiating from the railway station, interspersed with some undeveloped pockets, but little north of the Maroondah Highway. Tellingly, Bayswater North was not even included in that year's directory.

The first edition of the *Melway Street Directory* (1966) showed that residential expansion had filled out across Ringwood, Ringwood East, Heathmont and Croydon, with a few remaining pockets of sparser development. Larger areas of even more scattered development were confined to the fringes of the study area: the north of Ringwood (west of Kalinda Road and north of Oban Road) and Croydon (beyond Plymouth Road), the south of Croydon (across Bayswater Road, south of Eastfield Road, between Dorset and Colchester Roads, south of Mount Dandenong Road), and much of Bayswater North. In the later 1960s and early '70s, these fringe areas would undergo a subdivision boom comparable to that of the 1950s. In Bayswater North, new residential settlement began with the ambitious *Canterbury Gardens Estate* (1967), which created several hundred lots on a 150-acre site. Around the same time, A V Jennings Industries set its sights on Ringwood's north, laying out several new subdivisions including the *Cherrydene Estate* off Oban Road (1969) and the *Ringwood Estate* off Athelstane Road (1972). Jennings went on to play a crucial part in the development of Croydon Hills, which came about after the City of Croydon approved the *North West Development Plan* in 1976.[32] The subsequent subdivision of some 1,300 acres of land to the north of Plymouth Road resulted in the largest boom of residential settlement that the study area had yet experienced.

Representative places

Signage at entry to *Croydon Hills* estate, Lemongrove Crescent Reserve, Croydon North (1980s)

Establishing public housing estates

Founded in 1938, the Housing Commission of Victoria (HCV) embarked upon an extensive programme that saw numerous public housing estates developed across the Melbourne metropolitan area and in regional centres. While the early post-ear period saw such developments extending as far east as Box Hill, Jordanville and Mount Waverley, they would not encroach the study area until considerably later.

From the early 1970s, the HCV began to expand its housing programme into Melbourne's outer eastern fringe, including Boronia, Bayswater and Ferntree Gully. It made its first foray into the Shire of Lillydale in 1975, when some units were built at Kilsyth. However, public housing would remain unrepresented in the study area until the end of that decade, when the first few dwellings were completed in Croydon.

---

29   Muriel McGivern, *A History of Croydon: A Second Volume*, p 77.
30   Muriel McGivern, *A History of Croydon: A Second Volume*, p 160.
31   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 5;
32   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 253.

Development continued into the early 1980s, coinciding with the period when the HCV was re-configured and re-badged as the Ministry of Housing. By June 1983, almost thirty houses had been provided in what is now the City of Maroondah; nearly two-thirds of these were in Croydon, with the remainder in Ringwood (including one in Heathmont). Twelve months later, the number of Ministry of Housing dwellings in the study area had exceeded one hundred. By that time, the municipalities of Ringwood and Croydon formed part of what the ministry defined as its Outer Eastern Region (aka Region 16), which also encapsulated the municipalities of Healesville, Knox, Lilydale, Nunawading, Sherbrooke and Upper Yarra.

Representative places

Ministry of Housing flats for elderly persons, 10 Louisa Street, Croydon (1984-85)

Ministry of Housing flats, 18 Munro Street, Ringwood (1988)

Creating public landscapes

The Borough of Ringwood created many public reserves in the late inter-war period, and this trend continued into the post-war era. While the municipality had six public reserves in 1938, this had increased to eight by 1947.[33] By the early 1960s, Ringwood had some 300 acres of land permanently reserved for parklands and recreation. These comprised no fewer than fourteen reserves that varied in size from the massive expanse of Jubilee Park (67 acres), through to smaller but generous spaces such as Wombalano Park (25 acres), H E Parker Reserve (21 acres) and Ringwood Lake Park (19.5 acres) to modest local parks such as Ringwood Reserve (8 acres), Greenwood Park (5 acres) and Norwood Reserve (5 acres).[34] Some reserves, such as the Herman Pump Reserve in Heathmont (1962), were created from former orcharding properties acquired by the Council.[35] By 1966, the City of Ringwood could claim to have one of the best ratios of public open in the entire metropolitan area, with ten acres for every thousand residents.[36]

This same period saw comparable expansion of reserves in Croydon. Developments in the early post-war era included Cheong Park, created in 1948 when the Shire of Lillydale acquired 2.8 hectares matched by another 2.8 hectares donated by the Cheong family.[37] Hughes Park, in the north-east corner of the study area, was largely developed from the same time, with new entry gates and stone walls erected in 1949.[38] Amongst the new reserves to be established over the following decade were Tollegunge Reserve (1958); Tarnagulla Reserve (1959) and Brentwood Reserve (1960).[39] Following severance in 1961, responsibility for the management of local reserves passed from the existing Parks & Gardens Committee (which had been elected in 1938) to the newly-formed Shire of Croydon. Subsequent developments included Washusen Park (1962) and Ansell's Croydon Park (1964), the latter comprising nearly thirty acres of former farmland acquired by Council as an adjunct to the existing six-acre reserve around the Croydon Hall.[40] Establishment of reserves continued into the early 1970s, with Council's acquisition of 17 acres of bushland off Bemboka Road, developed as a tourist-oriented picnic ground.[41]

Representative places

Cheong Park, Eastfield Road, Croydon (1948)

H E Parker Reserve, Heathmont Road, Heathmont (1962)

Bemboka Reserve (later Warranwood Reserve), Bemboka Road, Warranwood (1972)

---

33   Hugh Anderson, *Ringwood: Place of Many Eagles,* pp 185-86.
34   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 34.
35   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§16).
36   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 34.
37   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 38.
38   Muriel McGivern, *A History of Croydon: A Second Volume*, p 207.
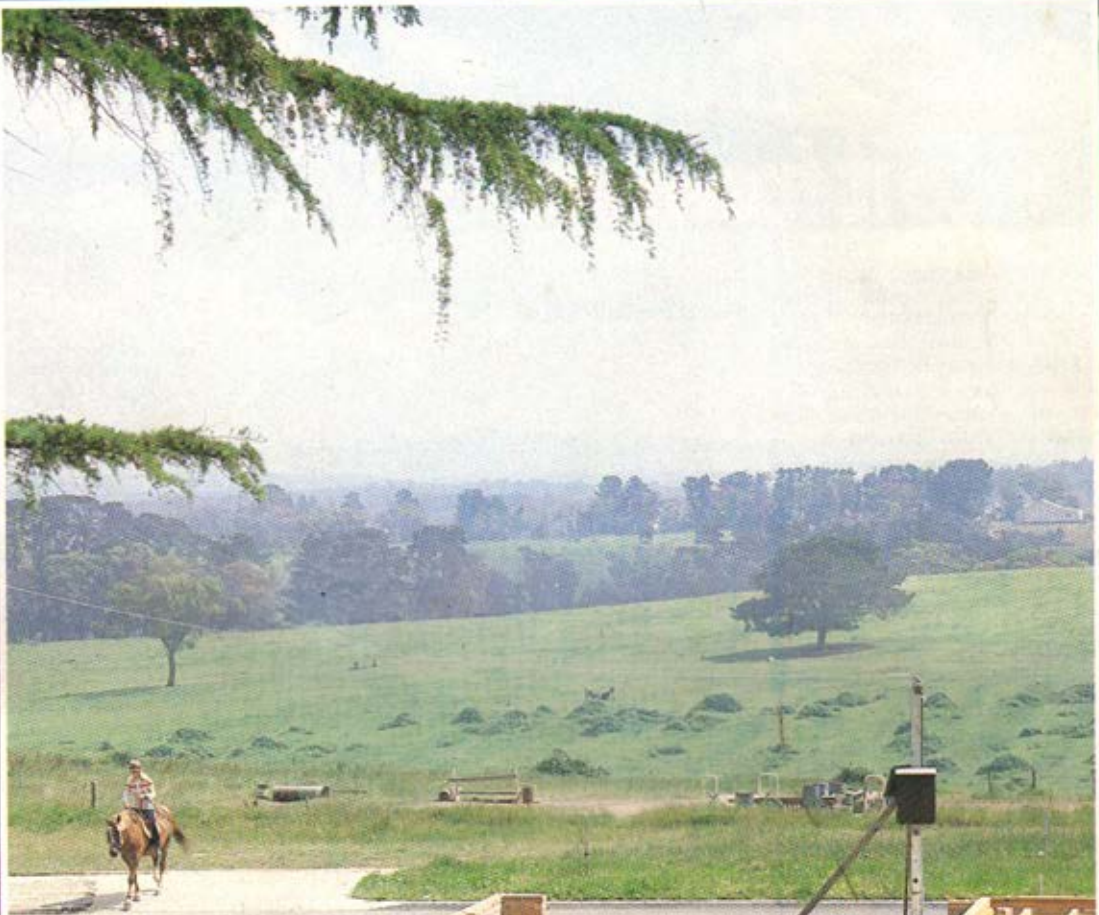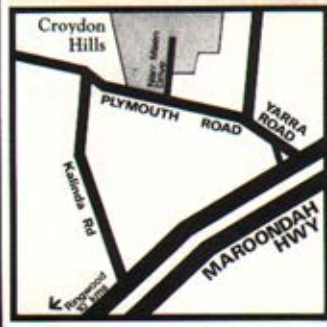39   Muriel McGivern, *A History of Croydon: A Second Volume*, p 208.
40   Muriel McGivern, *A History of Croydon: A Second Volume*, p 197.
41   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 48-49.

Figure 6c: Contemporary advertisement for the Croydon Hills Estate by A V Jennings, early 1980s (source: City of Croydon Community Handbook, 1984)

6.4   Making regional centres

This sub-theme is not applicable to the study area in the post-war period

6.5   Living in country towns

This sub-theme is not applicable to the study area in the post-war period

6.6   Marking significant phases in development of Victoria's settlements, towns and cities

This sub-theme is not applicable to the study area in the post-war period

6.7   Making homes for Victorians

From the 2003 thematic history

> *Immediately after World War II, shortages of building materials limited the scale and quality of housing constructed, but made houses affordable to many, including returned soldiers and immigrants.*[42]

With the end of WW2 bringing massive demand for housing, the study area was one of many parts of Melbourne to undergo a boom in the construction of private dwellings. Hugh Anderson recorded that 450 new houses were built and already occupied in Ringwood between 1946 and 1949, with another 523 under construction by 1950.[43] The number of dwellings in the municipality, which totalled under a thousand in 1940, rose to 1,650 by the end of 1950, and thence to 6,400 by 1960.[44] There was a comparable building boom in Croydon where, between 1961 and 1966, the number of houses increased from 4,660 to 6,089.[45]

Houses erected during the initial post-war boom of the 1950s and early '60s encapsulated everything from architect-designed modernist residences through to modest brick or timber dwellings designed and/or erected by local builders or the owners themselves. During this era, expanding suburbs such as Ringwood East, Ringwood North, Heathmont and Croydon became dotted with stylish contemporary homes by such leading architects as Robin Boyd, John & Phyllis Murphy, Douglas Alexandra and Chancellor & Patrick, many of which were published in newspaper and magazine articles. In parallel, there were groups or even entire streets of the more ubiquitous hip-roofed brick veneer villas, typified by those "sometimes in red brick but more often in blond" around The Boulevard and Dirkala Avenue in Heathmont East.[46] Such houses were often the work of local builders, perhaps with input from a drafting company such as the Ringwood Home Drafting Service, which operated from offices in the Midway Arcade from the late 1950s. Sometimes, dwellings rose above the norm to become something of a local benchmark. One elegant but conservative brick house at Heathmont, built in the mid-1960s on a prominent stretch of Canterbury Road, was lauded as one of the houses that helped cement the suburb's reputation as a desirable residential address.[47]

Standardised housing was another emerging trend during this time. A notable progenitor was the *Age* Small Homes Service, which began in 1947 and offered a range of architect-designed standard plans. From the early 1950s, standardised dwellings were also available from a growing number of private house-building firms. In 1954, the developers of the *New Lincoln Estate* at Ringwood (covering Barkly, New, Inze, Heywood and Catherine Streets) offered hip-roofed timber houses of a basic design "based on American and Swedish pre-planning practice".[48] This, in turn, gave way to the modern phenomenon of project house, initiated in Melbourne in 1955 by a company, Contemporary Homes Pty Ltd, which offered a standard modular dwelling known as the *Peninsula*. Many other companies followed suit during the later 1950s and 60s, and the market inevitably became flooded. Project housing continued to exert a potent influence on the development of certain parts of the study area well into the 1980s.

---

42   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 50.
43   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 203.
44   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 12
45   George Pile, *Bush Town to City*, p 144.
46   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§30).
47   "House that helped build Heathmont", *Age,* 11 May 1970, p 28.
48   "Group programme in outer suburbs", *Herald*, 16 July 1954, p 13.

Figure 6d: Modernist house off Alexandra Road, Ringwood East, designed by Douglas Alexandra in 1952 (source: Kenneth McDonald, The New Australian Home, 1954)

Doctors, lawyers and business chiefs— here's what you asked for: 17 squares of enlightened design in 3 very different houses

Figure 6e: Contemporary advertisement for Fulton Constructions' Sunbower display village in Ringwood East (source: Age, 13 October 1967)

The Age Small Homes Service

The Small Homes Service (SHS) was initiated in 1947 as a joint venture of the Royal Victorian Institute of Architects and the *Age* newspaper. Under the initial directorship of architect Robin Boyd, the service offered an ever-expanding range of standard house designs that could be purchased by prospective homebuilders for a relatively modest sum. Designed (albeit anonymously) by leading architects of the day, these standard plans gave cash-strapped families the opportunity to obtain a well-designed modern house at a fraction of the cost of a private commission. Shrewdly, the SHS range (which eventually ran to several hundred designs) offered something for every taste, from bold modernist designs with window walls and skillion roofs, to more conservative hip-roofed triple-fronted villas. The service became an immediate success, and proved popular with those settling in Melbourne's rapidly developing outer suburbs, including not only Ringwood, Croydon and Heathmont but also Box Hill, Blackburn, Mitcham, Glen Waverley and Beaumaris.

Representative places

House, 88 Viviani Crescent, Heathmont (1950) – *SHS standard design T269*

House, 56 Canterbury Road, Heathmont (c1956) – *SHS standard design V263*

Project Housing

Melbourne's project housing era began in 1955 when a Beaumaris-based firm, Contemporary Homes Pty Ltd, offered a standardised dwelling known as the *Peninsula*. Designed by Robin Boyd (recently resigned as director of the Small Homes Service), the *Peninsula* used simple modular planning and standard factory-made components to keep costs down. As with the Small Homes Service, the *Peninsula* became popular with post-war homebuilders; a number of individual examples are known to have been erected in the study area in the mid-1950s, before Robin Boyd ended his association with the firm. Contemporary Homes Pty Ltd subsequently established a noted presence in the study area when, in one of its rare forays into broader estate development, it supplied the dwellings for Hector McLean's *Roslyn Estate* off Canterbury Road in Heathmont. Over the next few years, a large number of houses, reflecting several different standard designs from the company's range, appeared in Ross Crescent and nearby cul-de-sacs of Adrian Court, Joel Court and Daisy Street. A display house, opened for public inspection during 1957-58, was also erected on the estate's Canterbury Road frontage.

Although Contemporary Homes Pty Ltd went out of business in 1961, many similar firms emerged to exploit the demand for project housing or house-and-land packages. One early example in the study area was an estate of fifty houses on the Maroondah Highway at Croydon, laid out in the late 1950s by Exclusive Developments Pty Ltd. As the number of project housing firms proliferated during the 1960s, the market was effectively flooded. Amongst those known to have been active in the study area by the early 1970s were Max Brown Pty Ltd, Fulton Constructions (which built a small display village in Ringwood East in 1967), Sunset Homes, Croydon Building Company Pty Ltd (a rare locally-based firm, headquartered in Main Street), Devlin Homes, Holwerda & Hayes, DMF Constructions, Hillcrest Constructions, Intrend Pty Ltd, Spaceline Homes, George Wimpey & Company (a British firm, which erected a number of project houses in Bayswater North), Sterling Homes and Ambassador Homes.

The self-acknowledged leader of the project housing market was A V Jennings. The well-known firm made its first foray into the study area in the late 1960s, when it developed the *Cherrydene Estate* off Oban Road in Ringwood, comprising a small display village and sites for over 300 new houses. This was followed by the *Ringwood Estate* (1972) and then by the considerably larger and more ambitious *Croydon Hills Estate* (1971 onwards), which was developed on 97 acres of former orchard off Plymouth Road. [49] More than a decade in the making, the latter estate was officially opened in March 1985 by the firm's founder, Sir Albert Jennings himself. [50]

---

49   George Pile, *Bush Town to City*, pp 158, 165, 166, 260.
50   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 239.

Representative places

House, 50 Ruskin Avenue, Croydon (1956) – *example of the Peninsula house*

Display house, 251 Canterbury Road, Heathmont (Contemporary Homes Pty Ltd, 1958)

Display houses (*Sunbower* series), 20-24 Rawson Court, Ringwood East (Fulton Constructions, 1967)

Display house, 1 Carmen Court, Ringwood (A V Jennings, 1970)

Developing higher density living after 1945

The development of higher density living in the study area has been a relatively recent phenomenon. Blocks of flats had appeared in both Croydon and Ringwood by the mid-1960s. In Heathmont, the area near the railway station soon established itself as a minor local epicentre for such development. [51]

Flat construction was a source of particular local concern in the Shire of Croydon. Former councillor George Pile recalled objections to flats becoming apparent as early as May 1966, when a group of 59 residents tabled a petition to stop one such block being erected in their neighbourhood. [52] Community opposition was not always successful, and Croydon underwent a minor boom of flat construction into the early 1970s. Recalling that period, Muriel McGivern acknowledged old prejudices when she noted that "the rash of units in Croydon is spreading and becoming almost alarming as proposals to erect these come up almost weekly".[53] Typical of these proposals was a 1974 scheme for a block of flats in Alto Avenue that was opposed by local residents "who felt that the tone of their fine residential living would be lowered". Although the City of Croydon refused the application, the developer appealed the decision and his project went ahead.[54]

By the mid-1970s, some entirely new types of higher density housing were emerging in the study area. Husco Home Industries Pty Ltd, a Burwood-based firm that was a pioneer of townhouse developments in Melbourne, is known to have completed one such development in Ringwood as early as 1974. Cluster housing, where detached dwellings occupied a large site with shared driveways and communal open space, made an early foray into the study area around that time. The architectural partnership of Fredman Malina, which undertook a series of cluster housing estates in the metropolitan area from the mid-1970s, completed one in Bayswater North in 1975. Eight years later, a proposal for a cluster housing estate on Thurleigh Avenue, to comprise eighteen dwellings, was defeated due to opposition from local residents.[55] Yet, despite lingering community concerns, multi-unit developments proliferated in the City of Croydon; by the mid-1980s, they reportedly constituted 35% of all building permit applications in the municipality. [56]

Representative places

Block of flats, 24 Albert Street, Ringwood (c1960) – *two-storey walk-up flats*

Block of flats, 53 Kent Avenue, Croydon (c1965) – *three storey flats*

Cluster housing (*Hamilton Village*), 56-60 Hamilton Road, Bayswater North (Clive Fredman, 1975)

Block of flats (*Windfern Heath*), 138-142 Heathmont Road, Heathmont (David Caldwell, 1986)

Architects making homes for themselves

Amongst the many people who settled in the study area during the post-war residential boom were a number of architects who designed houses for themselves and, in some cases, subsequently maintained an ongoing professional association with their localities by designing houses and other buildings therein.

---

51   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§30).
52   George Pile, *Bush Town to City*, p 103.
53   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 73.
54   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 79.
55   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 207
56   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 235.

Figure 6f: Kevin Pethebridge's own house in Hull Road, Croydon (1948)
(source: <u>Australian Home Beautiful</u>, May 1950)
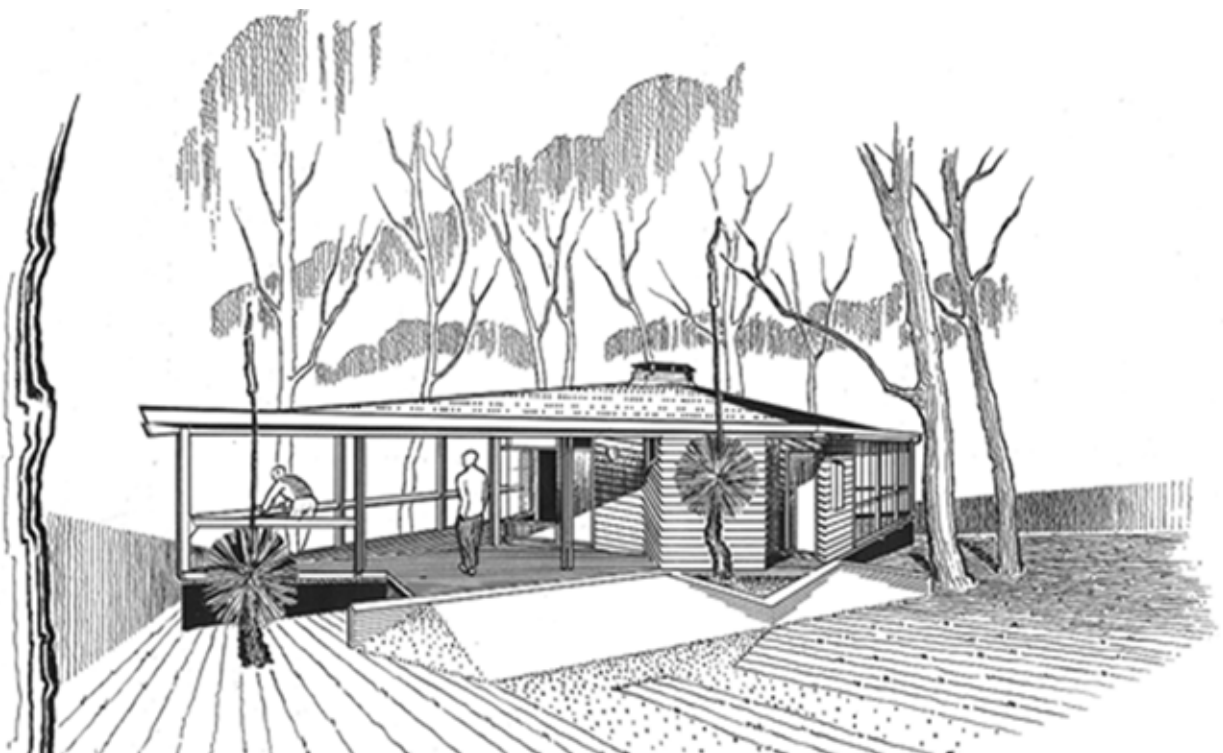

Figure 6g: David Caldwell's own house in Heathmont (1958)
(source: <u>Herald</u>, 27 February 1959)

The first architects to make their home in the study area after WW2 were returned servicemen Frank Bell (1921-1989) and Kevin Pethebridge (1921-1995). During the war, both had been attached to the Third Field Survey Company of the Australian Army, where their colleagues included future architects Robin Boyd, Neil Clerehan and others. After the war, Bell, Pethebridge and Boyd entered into private practice together under the banner of Associates Architects. The original triumvirate proved a short-lived phenomenon, after Boyd left in 1947 (to become the foundation director of the Small Homes Service), the other two carried on as Pethebridge & Bell, architects. Both men settled in the Croydon area in the late 1940s and designed houses for themselves: Frank Bell on Dorset Road and Kevin Pethebridge on Hull Road. Although the partnership of Pethebridge & Bell ceased in the late 1950s, each of the former partners went on to design the occasional building in Croydon into the 1960s.

Other architects to settle in the study area in the 1950s included Bill Mitchell, Gerald McKeown, David Caldwell and Hank Romyn, who designed their respective residences in Ringwood, Ringwood North, Heathmont and Croydon. Romyn, a Dutch migrant, occupied his modest weatherboard house in Dorset Road for several years before relocating further along the street to a large and grander house (with detached studio) that he designed for his growing family in 1964. Around the same time, Keith Barron, a British-born architect employed with the eminent Collins Street firm of Meldrum & Partners, settled in the developing area of Croydon Hills and built his house there. Later manifestations of this sub-theme include the respective residences of Ian Napier in Ringwood North (1968), Ian Smith in Heathmont (1971) and Mrs Jeanette van Wyk, a Dutch-born female architect, in Croydon (c1972).

Representative places

Pethebridge House & Studio, 82 Hull Road, Croydon (Kevin Pethebridge, 1948)

Romyn House I, 224 Dorset Road, Croydon (Hank Romyn, 1958)

Romyn House II (and former studio), 129-133 Dorset Road, Croydon (Hank Romyn, 1964)

Smith House, 4 Swain Court, Heathmont (Ian J Smith, 1971)

Van Wyk House, 77 Montana Avenue, Croydon (Jeanette van Wyk, c1972)

6.8   Living on the fringes

This sub-theme is not applicable to the study area in the post-war period

7.0   GOVERNING VICTORIANS

7.1   Developing institutions of self-government and democracy

Municipal expansion after 1945

From the 2003 Thematic History:

> *After severance from the Shire of Lillydale in 1961, the Shire of Croydon held Council meetings at the Lillydale Council Chambers. In 1967, construction of Municipal Offices and a Council Chamber commenced. When Ringwood and Croydon were amalgamated in 1994, to form Maroondah City Council, the Civic Centre at Ringwood became the Council offices.[1]*

Originally, the study area formed part of the vast municipality of Lillydale, created as a District in 1856 and proclaimed a Shire in 1872, with the Ringwood and Croydon councils resulting from two later phases of severance. The Borough of Ringwood was proclaimed in October 1924 and upgraded to City status in March 1960. Initially occupying temporary offices, the borough moved into a purpose-built town hall on the Maroondah Highway in 1927 that remained the seat of local government for over forty years. In 1953, the Borough of Ringwood was approached by Croydon residents who, keen to sever from the Shire of Lillydale, proposed a merger.[2] Instead, a new municipality was formed, proclaimed as the Shire of Croydon in May 1961 and thence as a City in May 1971. Initially, it occupied a timber building on Railway Crescent, refurbished by architect and local resident Kevin Pethebridge.[3] Said to have been a prefabricated ex-army hospital, it had been moved to the site in 1950 as premises for the Eastern Egg Producers Society and for many years afterward, retained the nickname 'the egg building'

It was not until the late 1960s that both municipalities obtained purpose-built headquarters. The Shire of Croydon had debated the subject for some years, setting aside a potential site in Landale Avenue as early as 1964.[4] Three years later, it was resolved that the centre would be built in Foch Avenue, and the architectural firm of Godfrey, Spowers, Hughes, Mewton & Lobb was engaged to prepare the design.[5] The new shire offices opened in 1969. Coincidentally, that year saw construction commence on a counterpart for the City of Ringwood, to be developed on a public reserve in Mines Road. Designed by architects A K Lines, McFarlane & Marshall, the new centre opened in 1970. Since then, each of the two municipal buildings has become the hub of an identifiable civic precinct, with a range of community facilities added over the years including a hall (1970), leisure centre (1977) and library (1980) at Croydon, and the Karralyka Centre at Ringwood (1978-80).

In the post-war era, the municipalities of Ringwood and Croydon have maintained other properties in the study area. As noted elsewhere, their respective municipal rubbish tips were located off Wantirna Road in Ringwood and Trawalla Road in Croydon. By the late 1960s, the City of Ringwood had a council depot on the eastern side of Heatherdale Road, near Churinga Avenue. Coinciding with the completion of the new civic centre in 1970 the council depot was re-established closer to it, on the north side of Maroondah Highway, just beyond Wingrove Place. During this period, the Shire of Croydon maintained its council depot off Norman Road, with frontage also to Lincoln Road.

Representative places

City of Maroondah Civic Square Service Centre, Civic Square, Croydon (1967-69)

City of Maroondah City Offices Service Centre, Braeside Avenue, Ringwood (1969-70)

Maroondah City Council Depot (former City of Croydon Depot), 24-26 Lincoln Road, Croydon

---

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 33.
2   George Pile, *Bush Town to City,* p 33.
3   Muriel McGivern, *A History of Croydon: A Second Volume*, p 289.
4   Muriel McGivern, *A History of Croydon: A Second Volume*, p 294.
5   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 21-22.

7.2   Struggling for political rights

This sub-theme is not considered to have been especially dominant in the study area in the post-war period

7.3   Maintaining law and order

Policing Victoria

Dating back to the 1880s, Ringwood's original police station was destroyed by fire 1906, and the local constabulary was thence accommodated in a succession of makeshift premises before settling in Pratt Street in 1930. In the meantime, ongoing pressure for police presence at Croydon had already culminated in the provision of a new police station, erected in Lacey Street in 1924. By the early post-war era, both premises were long overdue for updating. In 1950, a new police station was established in Pratt Street, opposite the house that had formerly accommodated the service.[6] Three years later, Croydon's police moved from Lacey Street to a new building on Kent Avenue.[7]

With populations in districts rising rapidly with the post-war residential boom, it became necessary for both police stations to be replaced yet again. In 1961, a new two-storey police complex opened on Ringwood Street, incorporating a lock-up and a residential flat for the sergeant-in-charge.[8] Five years later, Croydon's police station in Kent Avenue was similarly replaced by a new building, developed on the same site. At the time, this was one of eleven police stations in the eastern suburbs that comprised Number 4 Division, which was based at Ringwood.[9] In 1972, a new police district was defined as the Y (Maroondah) Division. This maintained its headquarters in the new 24-hour police complex on the Maroondah Highway at Mitcham (just outside the study area), overseeing three sub-divisions based at Ringwood, Mooroolbark and Ferntree Gully.[10] Croydon's police station fell under the Mooroolbark group. Since the year 2000, the police station at Croydon has been replaced by a new state-of-the art facility at 171-175 Mount Dandenong Road and its Ringwood counterpart has been enlarged and extensively remodelled along similar lines.

Representative places

Croydon Police Station, 17 Kent Avenue, Croydon (1953; 1961) - *demolished*

Ringwood Police Station, 31 Ringwood Street, Ringwood (1961) – *later enlarged*

Creating a judicial system in Victoria

While a Court of Petty Sessions existed in Ringwood from 1933, it occupied makeshift premises in the public hall until the early 1960s, when a new purpose-built courthouse was finally provided. Located on the south corner Ringwood and Bourke Streets, it formed part of a broader precinct to include a new police station on the adjacent site. Tenders for erection of the courthouse were called in 1960, and the facility was officially opened in February 1962.[11] It remained there for more than thirty years, when the facility moved to a larger two-storey office building further along Ringwood Street. Dating from the early 1980s, this building has previously accommodated various private tenants as well as the offices of the Department of Education's Eastern Metropolitan Region. Refurbished and re-badged as the Ringwood Magistrates Court (later known as the Ringwood Law Courts Centre), it remains the only courthouse in the City of Maroondah.

Representative places

Ringwood Law Courts Centre, 39 Ringwood Street, Ringwood (1982)

---

6   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 142.
7   Muriel McGivern, *A History of Croydon: A Second Volume*, p 235.
8   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 21.
9   Muriel McGivern, *A History of Croydon: A Second Volume*, p 235.
10   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 65.
11   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 142.

Figure 7a: The Shire of Croydon's original (temporary) headquarters in former 'egg building' on Railway Crescent
(source: Croydon Historical Society, <u>Croydon: Then and Now</u>)

Figure 7b: Croydon's purpose-built post-war police station, in Kent Avenue (demolished)
(source: Croydon Historical Society, <u>Croydon: Then and Now</u>)

7.4 Defending Victoria and Australia

During WW2, residents of Ringwood and Croydon were amongst many Melburnians to develop an interest in civil defence through the Air Raid Precautions (ARP) scheme. Both districts had appointed ARP wardens by 1942, and organised activities such as public lectures and training sessions. However, while the Borough of Ringwood is known to have excavated trenches in the Ringwood Reserve as part of its ARP efforts, the scheme does not appear to have left any lasting impact on the physical environment of the study area.[12]

Military forces have maintained only a minor presence in the study area since WW2. This dates back to the early 1930s, when a timber drill hall was relocated from Wodonga to site in Dublin Road, Ringwood East, leased from the Railway Department. The hall served as one of several training facilities for the 24th Infantry Battalion of the Citizens Military Force (CMF), which was raised after WW1. Also known as the Kooyong Regiment, the 24th Battalion was based in Surrey Hills but maintained training facilities in Camberwell, Box Hill and Hawthorn, as well as Ringwood.[13] In 1939, the 24th Battalion merged with another unit to form the 24th/39th Battalion, although the two reverted to separate battalions in early 1941.

After WW2, the timber drill hall in Dublin Road was replaced by a new brick building, which was officially opened on 25 January 1956.[14] By the early 1960s, the depot was occupied by a division of the Engineers Corps of the CMF, and it still remains the headquarters of the 22nd Engineer Regiment. Since the early 1970s, it has also accommodated the 31st Army Cadet Unit (aka Norwood Cadet Unit), which was founded by a group of students from Norwood High School in Ringwood North. Another cadet unit, the 408 Squadron of the Australian Air Force Cadets, is also based at the depot.

Representative places

Army Depot, 56b Dublin Road, Ringwood East (1955-6)

7.5 Protecting Victoria's heritage

Creating the National Trust

Founded in 1956, the Victorian branch of the National Trust of Australia can be considered an entirely post-war phenomenon. While the classification of buildings across the state proceeded in earnest at that time, it was not until August 1967 that the Trust first classified one in the study area: a slab hut at Reilly Court, Croydon. Located at the rear of the former Kleinert homestead, this hut reportedly dated back to the 1870s and was thus one of the oldest surviving structures in the study area.

Since then, relatively few places in the study area have been added to the Trust's register, although files have been created for several local buildings including Jenkin's Cottage on the Mount Dandenong Road at Croydon, the former Sacred Heart Monastery in Croydon, and the Ringwood railway station. The first twentieth century building in the study area to be classified by the Trust was the fire station at Ringwood, added to the register in 1990. The first post-war building to be similarly honoured was the former residence of cartoonist Bill Green in Heathmont, designed by architects Chancellor & Patrick, which was classified as recently as 2012.

In the early 1990s, the Trust embarked upon an ambitious programme to assess and classify historic pipe organs across Victoria. Two examples were subsequently classified in what is now the City of Maroondah, although, curiously enough, both had been relocated from elsewhere. A notably intact Fincham organ, dating from 1873 and originally installed in the Swedenborgian Church in East Melbourne, was latterly acquired by Ringwood music dealer Bernie Capicchiano and has since remained on display in his retail premises, Bernie's Music Land, on Canterbury Road. A rare Belgian-made pipe organ, installed in St John's Anglican Church in Toorak and later relocated to a Methodist Church in Elsternwick, was dismantled in 2003 and the parts transferred to a storage facility on Colchester Road.

---

12   "Air Raid Precautions: Ringwood", *Argus*, 7 January 1942, p 4.
13   '24th Australian Infantry Battalion', <<www.awm.gov.au/collection/U56105>>
14   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 31.

Figure 7c: The new Army Depot at Dublin Road, Ringwood East (1955)
(source: National Archives of Australia)

Figure 7d: Jenkin's Cottage in Croydon, recorded by the National Trust's photographer, John Collins, in 1984
(source: Picture Collection, State Library of Victoria)

Representative places

Jenkin's Cottage, 334 Mount Dandenong Road, Croydon (c1872)

Ringwood Fire Station (former), 255 Maroondah Highway, Ringwood (1930) – *classified 1990*

Green House (former), 1 Aringa Court, Heathmont (1959) – *classified 2012*

Designating historic sites

While only a small number of places in the study area have yet attracted the attention of the National Trust, local residents have otherwise been vigilant in acknowledging and designating historic sites in the district. Concern for the potential loss of historically significant places burgeoned from the 1950s, when the post-war boom of commercial expansion saw some venerable structures demolished in the name of progress. In Croydon's Main Street, a building known as *Horsley's Store*, dating back to 1908 and considered by George Pile to be a landmark, was demolished in 1954 with little fuss or opposition.[15] Four years later, the oldest surviving shop in the strip, a former wine hall erected by James Hewish in 1888, was razed.[16]

The loss of the district's built heritage during the 1950s prompted the emergence of local history groups. The first of these, dating from 1957, was the Ringwood Historical Research Group (later renamed the Ringwood & District Historical Society). A counterpart in Croydon followed in 1963, founded by a group of residents headed by indefatigable local historian Muriel McGivern, who, two years earlier, had published a book on Croydon's history.[17] Both groups has since remained active in the study area, consolidating and preserving memorabilia as well as producing newsletters, books, pamphlets and exhibitions.

For many years, the Croydon Historical Society has been involved in the identification and designating of historic sites. In 1973, a plaque was erected to commemorate the centenary of what was then considered as Croydon's oldest surviving house: a dwelling rebuilt in 1872 from an earlier wattle-and-daub cabin, said to have been the birthplace of the district's very first European child.[18] Similar gestures were still taking place in the 1980s, when a plaque was unveiled at the former Kleinert property in Reilly Court, recognising the significance of the brick homestead and the old slab hut to the rear, classified by the National Trust in1967.[19] By then, community recognition of historic buildings was such that, when it was proposed to demolish the pre-war State Savings Bank branch at the corner of Main and Lacey Streets, local opposition prevailed. Ultimately, the building was purchased by a solicitor who retained it for adaptation as his own professional offices.[20] Community agitation to preserve local buildings of historic importance was also evident in the campaign to save *Wyreena*, former home of the Catomore family, became a community arts centre.

The last two decades of the twentieth century marked the beginning of the era of more formalised designation of historic sites, through statutory protection afforded by municipal planning schemes. This commenced in the study area following council amalgamations in the late 1990s, when the then newly-formed City of Maroondah commissioned the *Maroondah Heritage Identification Study* (1998), which informed several subsequent stages of the *Maroondah Heritage Study* (2003) and other heritage projects.

Representative places

State Savings Bank branch (former), 50 Main Street, Croydon (1927) – *saved from demolition in the 1970s*

15   George Pile, *Bush Town to City,* p 13.
16   Muriel McGivern, *A History of Croydon: A Second Volume*, p 194.
17   Muriel McGivern, *A History of Croydon: A Second Volume*, p 211.
18   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 62-63.
19   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 258-259.
20   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 268-269.

8.0 BUILDING COMMUNITY LIFE

8.1 Maintaining spiritual life

By the mid-1960s, residents across the study area reflected a similar breakdown of religious denominations. According to a 1968 survey by the Ringwood Interchurch Council, the most represented denominations in the municipality were Anglican (31%), Roman Catholic (20%), Presbyterian (14%), Methodist (11%), Church of Christ (3%) and Baptist (2%), with a further 1% made up of Lutheran, Salvation Army, Christian Brethren and Seventh Day Adventist.[1] Corresponding figures for Croydon, recorded in the 1966 census, showed that religious affiliations there were also dominated by the Anglicans, followed (in descending order) by Roman Catholics, Presbyterians, Methodists, Church of Christ and Baptists. Aside from much smaller percentages of Lutheran, Seventh Day Adventists, Salvation Army and Christian Brethren, Croydon's residents also included members of the Greek Orthodox faith.[2]

Places of worship that illustrate key phases of a community

Upgrading, enlarging or replacing existing churches after 1945

From the 2003 thematic history:

> *By World War I, many of the primitive buildings that had served as churches for the community were replaced by more substantial structures. Many of Maroondah's churches moved in later years to bigger sites and buildings, to meet shifts in population in the suburb, and changes in community needs.[3]*

The three major Christian denominations (Anglicans, Roman Catholics and Methodists) all established a presence in the study area in the late nineteenth century. As populations rose in the early twentieth century, new congregations appeared (eg Presbyterians) while existing ones found themselves in need of larger premises. The inter-war era saw a flurry of church expansion as most of the district's original places of worship were extended, relocated or replaced, albeit providing only temporary respite. With more intensive post-war population explosion, local churches found themselves needing to increase their capacities even further. Amongst the first to do so were the Ringwood Presbyterians, whose timber church in Adelaide Street was enlarged in 1953 and then again in 1958.[4] Their counterpart congregation in Croydon similarly upgraded their facilities with a new manse (1947), parish hall (1961) and, finally a new church (1966) to replace the original timber one.

The 1960s saw some of Ringwood's most established congregations relocate from pre-war churches to new and larger counterparts, including the Roman Catholic Church of Our Lady in Bedford Road (1961), the Methodist Church on Station Street (1963).[5] Towards the end of that decade, the unfolding Eastland development prompted the relocation of St Paul's Anglican, the oldest congregation in the study area, from Ringwood Street to a new church on Warrandyte Road, consecrated in 1970.[6] This pattern of decentralisation continued in the 1970s as some of the area's smaller pre-war denominations moved to new premises further beyond central Ringwood. The Christian Brethren congregation, which had long occupied a Gospel Hall at the highway end of Warrandyte Road, relocated to Tamar Street, while the Seventh Day Adventists moved from Bond Street to Mullum Mullum Road.

Representative places

RC Church of Our Lady of Perpetual Help, 14 Bedford Road, Ringwood (1961)

Croydon Uniting Church (former Croydon Presbyterian Church), 6 Tallent Street, Croydon (1966)

---

1   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 98.
2   Muriel McGivern, *A History of Croydon: A Second Volume*, p 219.
3   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 58.
4   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 97
5   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 26.
6   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 96.

Establishing new churches and parishes after 1945

The post-war era not only saw the upgrading or replacement of churches for established congregations, but also the provision of churches for entirely new congregations emerging in areas experiencing rapid residential expansion. At the end of WW2, no churches had yet been built in Heathmont. In 1948, the Methodists purchased a site on Canterbury Road, where a modest timber building was erected during 1951, opening the following February as Heathmont's first purpose-built place of worship.[7] While the next few years saw the first local services for the Anglicans (1953), Baptists (1954) and Presbyterians (1956), these took place in private residences or venues such as the school or public hall. Provision of purpose-built places of worships remained a priority for Heathmont's fledgling congregation. In1955, the Anglicans built a hall that served as their place of worship until a larger church, designed by the local architectural firm of Colomb, Scanlon, & Jorgensen, was erected alongside a decade later.[8] This period also saw new churches built by the Baptists in Balfour Avenue (1958), the Presbyterians in Waterloo Street (1959) and the Methodists on Canterbury Road (1966). A Christian Brethren congregation, founded in Heathmont in 1962 after the termination of Sunday train services prevented residents from travelling to the Gospel Hall in Ringwood, eventually acquired land in Armstrong Road.[9] Plans for Heathmont's own Gospel Hall were prepared in 1967 by "Honorary Architect" Trevor Kneebone.

The same trend was evident in other parts of the study area. In Croydon, Roman Catholic services were conducted by priests from the Church of Our Lady in Ringwood until 1950, when a separate parish was created. Land was obtained in Hewish Road, where a school and presbytery were opened in 1953, followed ten years later by a modernist church designed by architect and local resident Kevin Pethebridge. In the interim, the Church of Our Lady also established an offshoot in the developing Ringwood East area, with a combined church/school that opened in Bona Street in September 1958.[10]

Presbyterians spread into Croydon South in 1957, when an open-air meeting was held on Bayswater Road.[11] Regular services took place in private residences, and the pavilion at Cheong Park, before a Nissen hut was erected at the corner of Bayswater and Eastfield Roads. Opened in 1962, it became the first designated place of worship in Croydon South. The following year, it would be superseded a timber church that had been used by the Croydon's original Presbyterians and was relocated to Belmont Road for the Croydon South congregation. From 1965, the building was shared by a new Anglican congregation, which was formed as an offshoot of St John's, Croydon.

In the mid-1960s, there was still only one place of worship in Croydon North: a Congregationalist church established thirty years earlier.[12] This was also the case in Bayswater North, where Methodists services took place in a timber building moved from Ringwood in 1916.[13] The first purpose-built place of worship would not appear in Bayswater North until the early 1980s, when an Anglican church was built on Bayswater Road. Counterparts in Warranwood and Croydon Hills developed later still, including as an Anglican church built in the 1990s on Bemboka Road, which was cleverly designed on a modular principle to allow for future expansion as the local population increased.

Representative places

Heathmont Uniting (formerly Methodist) Church, 81-89 Canterbury Road (1952; 1966)

Croydon Central Uniting (former Methodist) Church, 185 Mount Dandenong Rd, Croydon (1956; 1968)

Anglican Church, 199-201 Bayswater Road, Bayswater North (c1982)

St James' Anglican Church, 21-23 Bemboka Road, Warranwood (Philip Harmer, 1998)

---

7   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§34).
8   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§1).
9   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§8).
10   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 95, 114.
11   Muriel McGivern, *A History of Croydon: A Second Volume*, p 151.
12   Muriel McGivern, *A History of Croydon: A Second Volume*, p 70.
13   Muriel McGivern, *A History of Croydon: A Second Volume*, p 147.

Figure 8a: Croydon Presbyterian (later Uniting) Church, designed by architects Keith & John Reid (1966)
(source: courtesy of John Reid, architect)

Figure 8b: RC Church of St Edmund's, Hewish Road, Croydon, designed by local architect Kevin Pethebridge (1963)
(source: Robin Boyd Foundation)

Places of worship that illustrate shifting demographics

The emergence of new denominations after 1945

Places of worship for new denominations (that is, not represented before WW2) has been a minor sub-theme in the study area's post-war church development. One of the first of these, dating from 1958, was erected in Viviani Crescent, Heathmont, for the Pentecostal Church of the Assemblies of God in Australia, representing an offshoot of the denomination's original church in Richmond.[14] During the 1960s, Croydon experienced a minor boom in the emergence of hitherto unrepresented denominations that included the Seventh Day Adventists in Surrey Road (1962), the Church of Jesus Christ of Latter Day Saints in Hewish Road (1964) and the United Pentecostal Church in Lacey Street (c1965).

More recent manifestations of this theme include the TLC Church (aka Truth & Liberation Concern), an entirely new denomination founded in the 1970s by an ex-Methodist minister, which occupies a mudbrick building on Canterbury Road at Bayswater North.[15]

Representative places

Christian Science Reading Room, 26 Station Street, Ringwood (c1957)

Church of Jesus Christ of Latter Day Saints, 62 Hewish Road, Croydon (1964)

United Pentecostal Church, 25 Lacey Street, Croydon (c1965) - *demolished*

TLC Church, 265 Canterbury Road, Bayswater North (Alistair Knox, 1976-1982)

8.2   Educating people

Making education universal: free secular state education after 1945

From the 2003 thematic history:

> *Primary schools continued to open in the district after World War II, including Heathmont State School No. 4688 in 1952, Heathmont East State School No. 4819 and Croydon West State School No. 4879 in 1962, Ruskin Park State School No. 4916 in 1964, Ringwood Heights State School No. 4911 in 1965, and Croydon South State School No. 4890 in 1967.[16]*

Post-war expansion of state educational facilities in the study area began with the upgrading of several pre-war primary schools whose enrolments boomed as a result of suburban growth. Ringwood East Primary School, opened in 1924, grew at such a rapid rate that expansion was already much needed by the late 1930s. However, it was not until 1950 that two additional classrooms and an office were built, followed by an LTC (Light Timber Construction) classroom in 1954.[17] Ringwood North Primary School, also dating from the 1920s, underwent comparable expansion during this period, with new classroom blocks added in 1955.

The Croydon State School on Mount Dandenong Road, founded in the late 1880s and still the district's only state school in 1950, underwent major expansion during that decade. In 1952, it was upgraded to the status of a Consolidated School, with a second campus on nearby Kent Avenue to provide Form 1 and Form 2 of the high school curriculum.[18] After the opening of Croydon High School, the Central School in Kent Avenue (as it was known) reverted to use as just a primary school. With two campuses, the Croydon State School had become Victoria's second largest state school by the mid-1960s.[19]

---

14   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 98.
15   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 203
16   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One (2003),* pp 35-36.
17   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 106-07.
18   Muriel McGivern, *A History of Croydon: A Second Volume*, p 225.
19   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 144, 230; Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§15);

The first new state primary school to be open in the study area after WW2 was Heathmont State School, which commenced in February 1952 in the local Methodist church. The following year, it transferred to four prefabricated aluminium classrooms on the corner of Francis Street and Balfour Avenue. [20] The mid-1950s saw the opening of another two new primary schools whose very names were indicative of the expanding catchments on Ringwood's fringes: the Eastwood State School (1954) on Alexandra Road at Ringwood East, and the Norwood State School (1956) on Warrandyte Road, Ringwood North.[21] The next decade or so witnessed more intensive expansion, with Heathmont East State School (1962), West Croydon State School (1962), Mullum State School (1963), Ruskin Park State School (1965), Ringwood Heights State School (1965), Southwood State School (1965) and Croydon South State School (1967) [22]

A second wave of state school expansion occurred from the mid-1970s, which included Tinternvale Primary School in Croydon (1976), Marlborough Primary School in Heathmont (1976), Dorset Primary School in Rescorla Avenue, off Dorset Road (1978) and Kalinda Primary School in Ringwood North (1979). [23] During this period, Ruskin Park Primary School in Croydon was also replaced after most of its original buildings were destroyed by fire in 1976.[24] Plans for a new school on the site (reportedly incorporating "some of the most modern concepts in Education Department design") were completed the following year, and the school re-opened in 1979.[25] One of the last new state schools to appear in the study area for many years was the Croydon Hills Primary School (1988). Designed by leading architects Clarke, Hopkins & Clarke, it represented a noted departure from the standard government school architecture of the day and, upon completion, was considered to be one of the most modern school complexes in Victoria.

By 1990, there were over twenty state primary schools in the study area. This total would decrease during that decade, when government schools across Victoria were subject to a programme of rationalisation and consolidation. This saw the closure of such local schools as Norwood Primary School (demolished for a new bowling club) and the Ringwood East Primary School (retained and adapted as a Montessori pre-school). In 1997, the Ringwood, Heathmont and Southwood Primary Schools were merged to create a single entity, the Great Ryrie Primary School, with a new campus at the former technical school. [26] While the old Heathmont Primary School was razed, its counterpart at Ringwood was redeveloped as the Maroondah Federation Estate, while the former Southwood Primary School became a new campus for Tintern Grammar.

Representative places

Heathmont East Primary School, 2 Louis Street, Heathmont (1962) - *oldest survivor of post-war state schools*

Ruskin Park Primary School, 18-20 Ruskin Ave, Croydon (1977-79) – *developed on site of earlier school*

Croydon Hills Primary School, 47-75 Campaspe Drive, Croydon Hills (1988)

Providing secondary education after 1945

From the 2003 Thematic History:

> The district's first government secondary school was Ringwood High School, opened in 1954, and operated from a combination of the Croydon Scout Hall, and two shelter sheds and two classrooms at Croydon Central School. Soon after, it moved to new buildings in Bedford Road. Croydon High School opened in 1957, and it also had to use a variety of buildings at different locations, including some at Lilydale High School, until its own buildings were erected. Ringwood Technical School, the state's first co-educational technical school opened at Heathmont in 1960. By 1969, it had an enrolment of 356 girls and 536 boys.[27]

---

20   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 108.
21   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 107-08.
22   Muriel McGivern, *A History of Croydon: A Second Volume*, p 229; Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 108, 110.
23   Muriel McGivern, *A History of Croydon: A Second Volume*, p 144.
24   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 92.
25   Muriel McGivern, *A History of Croydon: A Second Volume*, p 156.
26   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§13).
27   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 36.

Development of state secondary education in the study area has been a wholly post-war theme. The first inklings date back to 1944, when the Education Department acquired a 15-acre site in Bedford Road for the Ringwood High School. Initially comprising a group of LTC classrooms, the campus expanded rapidly in the 1950s.[28] The next milestone took place in 1952, when Croydon State School was promoted to become a Consolidated School. A new campus, between Croydon Road and Kent Avenue, provided Form 1 and Form 2 of the high school curriculum.[29] Known as the Central School, it remained in operation until the new Croydon High School opened in 1957. Initially accommodated on the Kent Avenue site (in a Beaufort hut "of late war vintage"), the new high school duly shifted to a new campus further along Croydon Road that opened for the 1958 school year.[30] Also opening that year was the Norwood High School in Ringwood, which occupied temporary premises before relocating to a new campus on a former pear orchard adjacent to the Mullum State School. Within two years, it had thirty classrooms.[31]

The study area's first and only technical secondary school arrived in 1960. Established in Ringwood through unusual circumstance, the school was founded two years earlier as the *Mitcham* Technical School, initially sharing premises with a technical school in Ferntree Gully. Although intended to be relocated to Mitcham, there were difficulties in securing a site there. Eventually, it found a permanent home in Heathmont, where a new campus was developed between Heathmont Road and Great Ryrie Road. Later becoming Victoria's first co-educational technical school, it was renamed Eastern Secondary College in 1969.

Only two more state high schools would appear in the study area after 1960. Croydon West High School, off Brentnall Road, opened in February 1965; six years later, it was renamed Maroondah High School. Over a decade later, Parkwood High School commenced operation in Ringwood North. Thereafter, there would be no significant changes to local high schools until the 1990s, when government schools were rationalised and consolidated. This period saw the Eastern Secondary College amalgamate with Heathmont High School to form Heathmont College. While this was initially split between both campuses, occupation of the former technical school site ceased in 2003; the buildings were demolished and the land subdivided for housing and the new Great Ryrie Primary School. Croydon's two high schools, located on Croydon Road and Brentnall Road, have also become the junior and senior campuses, respectively, of Melba Secondary College.

Representative places

Ringwood Secondary College, 55a Bedford Road, Ringwood (1944)

Maroondah High School (later Melba Secondary College), 20 Brentnall Road, Croydon (1965)

Establishing private education after 1945

From the 2003 Thematic History:

> *During the post-war years, with an increasing population in Melbourne's eastern suburbs, established private schools in the inner suburbs opened campuses in the outer eastern suburbs to meet a growing shift in Melbourne's middle classes to the area.*[32]

Prior to WW2, private schools maintained a nominal presence in the study area. Muriel McGivern notes that there were none in the Croydon area aside from a "Croydon College" that operated briefly in the 1920s.[33] Ringwood's only Protestant counterpart was the Winnington Grammar School, which opened in 1916 and effectively ceased when it founding headmistress retired in 1945.[34] However, it experienced a post-war rebirth when the venture was taken over by others, remaining in operation on Whitehorse Road until it closed at the end of the 1961 school year.

28   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 111.
29   Muriel McGivern, *A History of Croydon: A Second Volume*, p 225.
30   Muriel McGivern, *A History of Croydon: A Second Volume*, p 227; *A History of Croydon: Volume 3, 1967-1987*, p 79.
31   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 113.
32   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 37.
33   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 230-231.
34   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 107, 108.

Other Protestant private schools were drawn to the study area after WW2, tempted by the availability of land for vast new campuses. One of the first was the Tintern Church of England Girls' Grammar School, which had operated in Hawthorn since 1877 but lacked sufficient space for urgent post-war expansion. In 1946, the school acquired a large site at Ringwood East for a new campus, designed by architects J F W Ballantyne & Partners. This opened in June 1950, although the transfer from Hawthorn was not fully completed until the end of that decade.[35] A counterpart Anglican school for boys was subsequently established on an expansive site in Kalinda Road, Croydon. Developed from 1963, the new Yarra Valley Anglican Grammar School opened in October 1965.[36] This period saw the establishment of Luther College, developed on a former cherry orchard site on nearby Plymouth Road.[37] One of the first Lutheran private schools established in Australia, it was otherwise notable for being a major project of architect Frederick Romberg, then in partnership with Robin Boyd. In the later 1960s, a Lutheran primary school commenced operation from the college (without being formally affiliated with it). Known as the Good Shepherd Lutheran Primary School, it later established its own campus, further up the road, in 1980.[38]

Representative places

Tintern Anglican Girls Grammar School, 90 Alexandra Road, Ringwood East (1946-50)

Yarra Valley Grammar School, 84-90 Kalinda Road, Ringwood (1963-65)

Luther College, 1-57 Plymouth Road, Croydon (1963-65)

Providing a parallel Catholic system after 1945

Prior to WW2, Roman Catholic parish schools invariably developed in parallel with churches, as evinced by the Church of Our Lady in Ringwood, where the foundation stone for a combined church/school was laid in 1929.[39] However, with difficulties in securing teaching staff, the parish school did not open until 1932, run by Sisters of Mercy who travelled from Lilydale.[40]

From the early 1950s, there was considerable expansion of Catholic education facilities in the study area. One of the first was St Edmund's Catholic School in Croydon, which opened in April 1953.[41] This was operated by the Sisters of the Sacred Heart, who later established a commercial college (ie, Forms 1 and 2 of the high school curriculum) at a former residence in Hull Road, adjacent to their convent.[42] In Ringwood, the parish school associated with the Church of Our Lady was extended in two stages in 1956-57.[43] The following year saw the establishment of an offshoot, the Church and School of St Francis de Sales, to serve to developing Ringwood East area. Initially, both facilities were accommodated in a single shared building on Bona Street, which opened in September 1958.[44] The next major development in local Catholic education was Aquinas College, which opened in February 1961 on a thirty-acre site at Heathmont. [45] Intended for children from the parishes of Ringwood, Croydon Mitcham, Lilydale and Healesville, it initially operated as a boys' school, although a counterpart for girls was established on the same site in 1967.[46] Over a decade passed before the next parish school appeared in the study area: the Holy Spirit School in Ringwood North. Since the 1990s, the two early post-war parish schools in Hewish Road, Croydon, and Bona Street, Ringwood East, have closed and their sites cleared and redeveloped.

35   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 114
36   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 115
37   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 232-233.
38   George Pile, *Bush Town to City*, p 48
39   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 25.
40   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 28.
41   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 231-232.
42   Muriel McGivern, *A History of Croydon: A Second Volume*, p 232.
43   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 28.
44   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 95, 114.
45   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 95, 114.
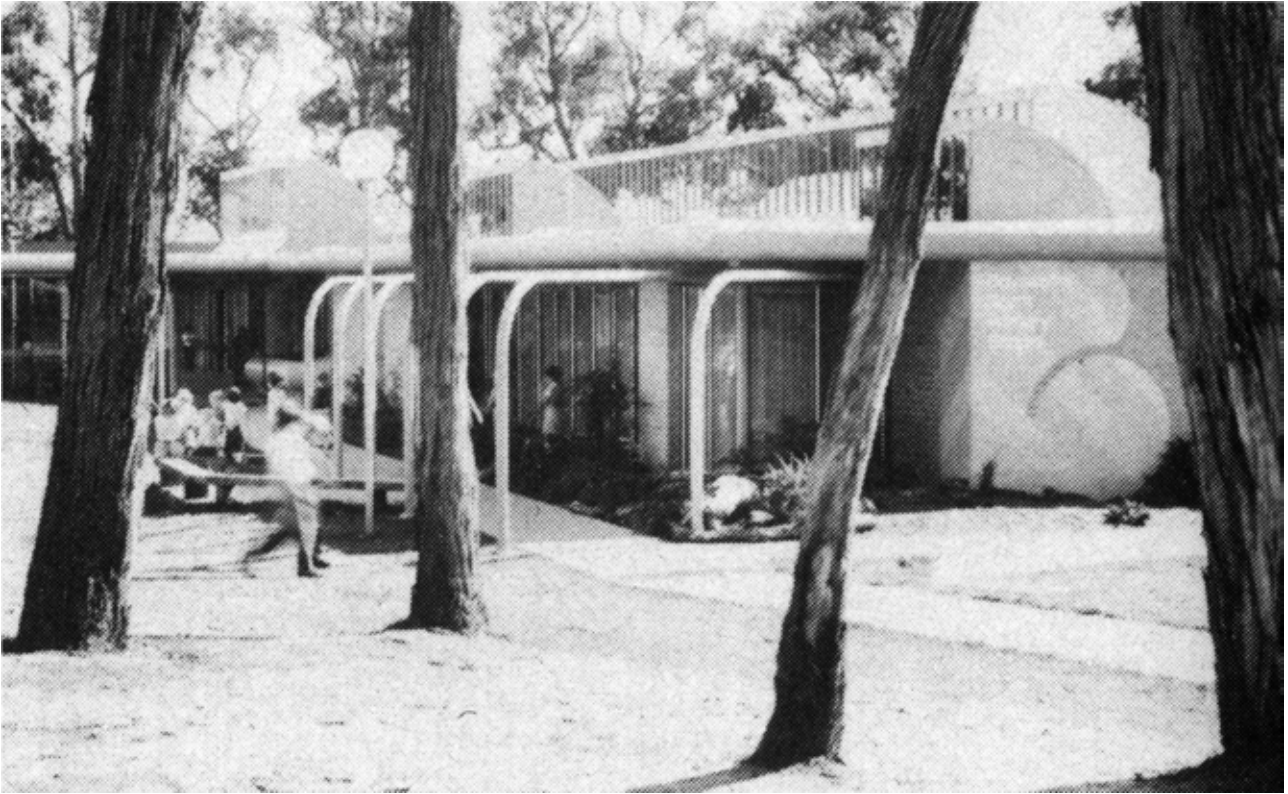46   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 28.

Figure 8c: Bayswater North Primary School, designed by Clarke, Hopkins & Clarke, soon after opening in 1983 (source: Architect, September 1984)

Figure 8d: Additions to Yarra Valley Grammar School in Ringwood by architects McGlashan & Everist, 1973-75 (source: Merchant Builders: Towards a New Archive, 2015)

Representative places

Aquinas College, 46 Great Ryrie Street, Ringwood (1961)

Holy Spirit Community School, 120 Oban Road, Ringwood North (1976)

Applying different philosophies of education

Since the early 1970s, alternative education has emerged as a minor sub-theme in the development of local schooling. One of the first manifestations was the Rudolf Steiner School at Warranwood. The first of its kind in Melbourne, the school began operation in 1972 as a kindergarten of eleven children but, by the early 1980s, had expanded to embrace primary and secondary education. That period also saw the emergence of the Village School, an independent and non-denomination private school founded by a group of teachers allied with the Education Reform Association (ERA). Commencing in 1982, the school occupied a rented house on the Maroondah Highway at Ringwood, owned by Penguin Books, whose headquarters stood nearby. In 1985, the Village School relocated to a ten-acre site in Croydon North, where it remains in operation.[47] The campuses of the Rudolf Steiner School and the Village School are both characterised by unusual architecture that expresses their philosophy and pedagogy.

A unique example of a government school embracing an alternative educational philosophy is the Croydon Community School on Mount Dandenong Road. Commencing in in 1981 on a site formerly occupied by Croydon State School (since consolidated at its Kent Avenue campus), Croydon Community School was conceived to provide state secondary education on a less traditional and more participatory basis.

Representative places

Rudolf Steiner School, 213 Wonga Road, Warranwood (1972)

Village School, 9-13 Holloway Road, Croydon North (1985)

Establishing universities and colleges of advanced education after 1945

There was agitation for the establishment of tertiary education facilities in the study area as early as 1960s, when it was suggested that Croydon might be an appropriate site for Melbourne's third university [48] This, however, was ultimately developed at Bundoora. Such facilities would not be represented in the study area until the early 1990s, when the Outer Eastern College of TAFE established a campus in Croydon, on a site in Norton Road formerly occupied by a BMX bike track. This later became the Eastern Institute of TAFE, and has since been taken over as the Croydon campus of Swinburne University of Technology.

Representative places

Swinburne University of Technology (Croydon Campus), 12-50 Norton Road, Croydon (c1991)

Providing education for children with disabilities

The education of children with special needs has been recurring sub-theme in the study area since WW2. Hugh Anderson cited the early example of the Heatherwood School, a teaching facility for children with mild intellectual disabilities that began in 1962, although this was located in Donvale, just outside the boundaries of the study area.[49] It was, in any case, predated by *Monkami*, a training centre for mentally challenged children that opened in March 1961 on a two-acre site at the corner of Dorset and Lincoln Roads in Croydon.[50] Further expansion took place in 1973, when land was purchased opposite the centre for a residential hostel and special care unit.[51]

---

47   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 197.
48   George Pile, *Bush Town to City*, p 93.
49   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 110
50   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 252-253.
51   George Pile, *Bush Town to City*, p 55.

Subsequent developments of this nature include a training centre on Bayswater Road at Croydon, established by the Victorian Autistic Children's Association as one of the first facilities of its kind in the state. Partially funded by a Mental Health Authority subsidy, the new facility opened in June 1976 as the *Irabina Centre*.[52] It continues to operate as the headquarters of Irabina Autism Services, which also has branches at Pakenham and Bundoora. In April 1985, the Deaf-Blind Care Association established a family group home in McIlwarith Court, Croydon. [53]

Representative places

Monkami Centre, 2-6 Dixon Avenue, Croydon (1961)

Irabina Autism Services Head Office, 193 Bayswater Road, Bayswater North (1976)

Kindergartens

From the 2003 thematic history

> *In 1940, pre-school education was begun in Croydon, and from this, a Tiny Tots' School was held on the verandah of a house in Alto, and a nursery school was established at the Croydon Baby Health Care Centre in 1942. At the time of opening, it was described as in the vanguard of pre-school education in Victoria, as the first nursery-school attached to a Baby Health Centre in the State.*
>
> *At the end of World War II, a group known as the Ringwood Pre-school Parents' Club was formed, to establish a play-group for local children. In 1946, a Play Centre was conducted from the old St Paul's Parish Hall, in Pratt Street. A Modernist design kindergarten was constructed in 1954-55, on land in Greenwood Park, given to the Ringwood Council by former Mayor Dr Colquhoun. Later, further kindergartens and preschools opened in the municipality to cater for the growth in young families, many of whom moved to Maroondah after World War II.[54]*

Hugh Anderson reflected that "when one looks back over the years, it is clear that attempts to establish either pre-school centres or infant welfare centres in Ringwood is a history of struggle".[55] With the growing number of young families settling in the study area after WW2, the need for kindergartens became urgent. Local pressure came to a fore in May 1945, when a group of residents formed the Ringwood Pre-School Parents Club.[56] This group swiftly established what can be considered the first kindergarten (in the modern sense) in the study area, which opened in 1946 in the parish hall at the rear of St Paul's Church in Ringwood Street.[57] While it was intended to relocate to a purpose-built facility, this would not come to fruition until 1953, when plans were prepared by Melbourne's leading pre-school architect, Horace Tribe. The new building, sited in Greenwood Park, opened in 1954.

During that decade, comparable activism unfolded in other parts of the study area. In 1950, a public meeting in Ringwood East resulted in the opening of a kindergarten there, similarly accommodated in a local church until a purpose-built play centre was erected in 1951. That year saw the formation of the Heatherdale District Pre-School Association, which agitated for a building that was completed by 1952, erected by volunteer labour (to a design by an honorary architect) in Viviani Crescent. While conceived as a multi-purpose public hall, the kindergarten was its principal occupant (and, after public use ceased in 1960, its sole occupant).[58] Another new kindergarten began in Croydon North in the mid-1950s, in a room at the rear of the Congregational church before a purpose-built centre opened in 1956. [59]

---

52   George Pile, *Bush Town to City*, p 255; Muriel McGivern, *A History of Croydon: A Second Volume*, p 94.
53   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 94, 235.
54   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage Two* (2003), p 34.
55   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 198.
56   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 198.
57   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 29.
58   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§15).
59   Muriel McGivern, *A History of Croydon: A Second Volume*, p 4.

In the late 1950s and early 1960s, demand for pre-school facilities was eased by several local churches that established non-denominational kindergartens. Some, such as those associated with the Ringwood Methodist Church (1959) and the Presbyterians on Canterbury Road (1962), occupied existing buildings on church property; the latter duly relocated to a new building in 1966.[60] Others, such as that founded at St John's Church of England in Croydon (1964), occupied purpose-built premises from the outset.[61]

During the 1960s, new kindergartens generally followed the spread of suburbia, as demonstrated by the Maroondah Pre-School in Ringwood East (1962), the South Croydon Kindergarten on Eastfield Road (1964) and the Lipscombe Park Kindergarten off Plymouth Road (1967).[62] Expansion into Ringwood North commenced with the formation of the Pinemont Pre-School Association in 1963. Land was duly acquired on Hygeia Parade and the new building opened in April 1966. The following year saw the establishment of the North Ringwood Pre-School Association, which held classes in the local Methodist Church hall in Dickson Street until a new building was completed.

The post-war pre-school boom continued in the 1970s and '80s, when demand shifted to the developing fringes to the north, south and east of the study area. Amongst the centres to emerge over that period were the Heathmont East Pres-school (1970), the Oban Pre-school Centre in Ringwood North (c1973), the Barngeong Reserve Kindergarten in Croydon (c1974), the Tarralla Kindergarten in Ringwood East (c1975) and the Ellie V Pullin Pre-School in Ringwood North (c1976).[63] More recent examples include the Knaith Road Child Care Centre in Ringwood East (1985), the Kurboroo Kindergarten in Croydon Hills (1986) and the Canterbury Gardens Kindergarten in Bayswater North (1987) and the North Ringwood Children's Centre in Norwood Reserve, off Warrandyte Road (1991).[64]

Representative places

Greenwood Park Kindergarten, 5A Greenwood Avenue, Ringwood (1953-54)

Pinemont Pre-School, 29 Hygeia Parade, Ringwood North (1966)

Heathmont East Preschool Centre, 4A Pleasant Drive Heathmont (1970)

Canterbury Gardens (later Bayswater North) Kindergarten, 17 Wonthulong Drive, Bayswater North (1986)

Participating in self-improvement

Local libraries

From the 2003 Thematic History:

> *Council-operated free lending libraries continue to operate in Maroondah at Ringwood Plaza; and at Civic Square, Croydon.*[65]

Prior to WW2, the study area was served by two free libraries affiliated with the mechanics institutes that were founded at Ringwood and Croydon in the early twentieth century. When Ringwood's building was razed in the 1920s for the new town hall, the library collection was re-established in rooms there, where it would remain for many years. Croydon's library, bolstered in the late 1930s by books donated by the owner of a local guest house, still operated from the Croydon Hall in the early post-war era, although "showed signs of fading out" by the mid-1950s.[66] Fortunately, a new committee emerged and the library service not only continued but thrived. In 1961, it relocated to a building that had been hastily erected alongside the hall, intended as a temporary solution until a purpose-built library could be provided.

60   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 200.
61   Muriel McGivern, *A History of Croydon: A Second Volume*, p 252.
62   Muriel McGivern, *A History of Croydon: A Second Volume*, p 149.
63   George Pile, *Bush Town to City*, p 215,
64   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 252, 261.
65   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), pp 32-33
66   Muriel McGivern, *A History of Croydon: A Second Volume*, p 210.

Figure 8e: Pinemont Pre-School in Ringwood North, designed by architect Graeme Gunn, 1966
(source: Harry Sowden (ed), Towards an Australian Architecture, 1968)

Figure 8f: Award-winning design for the Ringwood Library by architects Edmond & Corrigan, 1994-95
(source: Monument, No 8 (1995))

In the 1950s, local residents not only had access to these fledgling public libraries but also to privately-run counterparts. One such enterprise, the Brown Study Library, opened in Ringwood in 1956 and established a second branch on Canterbury Road, Heathmont, nine years later.[67] Otherwise, there was little further development of municipal libraries until 1968, when the City of Ringwood entered into an agreement with the City of Knox to consolidate their respective facilities as the Eastern Regional Library Service. Coinciding with the proposal for a new civic centre on Braeside Avenue, and faced with the need to relocate the library collection from defunct town hall, the City of Ringwood provided the first purpose-built public library in the study area, which opened on Warrandyte Road in May 1970.

While Croydon's library joined the Eastern Regional Library Service in 1970, the collection itself still lacked a building of its own.[68] In 1972, the newly-proclaimed City of Croydon proposed to re-house the library in a prefabricated building moved from Essendon Airport.[69] Re-erected beside the civic centre, this opened in February 1974.[70] Merely a temporary solution, it was intended to be replaced by a purpose-built counterpart as part of the masterplan for a new community and cultural centre.[71] When plans for the Croydon Leisure Centre were prepared in the late 1970s, a library was included as part of a Stage Two. Tenders for erection of the library were called in 1979, and the completed building opened in March 1981.[72]

In March 1995, the City of Ringwood's library relocated from Warrandyte Road to a larger building that formed part of a new civic precinct adjacent to the Eastland Shopping Centre. Designed in a lively post-modern style by architects Edmond & Corrigan, the building won an architectural award.

Representative places

City of Ringwood Library (former), 28 Warrandyte Road, Ringwood (1970)

Croydon Library, Civic Square, Croydon (1979-81)

Ringwood Library, Civic Mall, Ringwood (1995) – *demolished 2013*

8.3   Providing health and welfare services

Providing public and private health care after 1945

Resident doctors and medical clinics

One of Ringwood's first resident doctors, Dr Arthur Langley, commenced practice in 1913 from his house on Warrandyte Road. In 1930, the practice was taken over by Dr W E Hewitt, who invited several others to join him in the early post-war era. Ultimately, the practice relocated to a purpose-built medical clinic further along Warrandyte Road, which opened in 1970. Hewitt's Croydon counterpart, Dr William Burns, started practice from his home in Mount View Street in the mid-1920s and moved into a new house and clinic across the road (also with Main Street frontage) in 1941, where he could still be consulted three decades later.[73]

Heathmont's first resident doctor, Dr Murray Deerbon, began practice in 1954 from Campbell Street, later moving to Canterbury Road.[74] He was soon joined by Dr Alexander Thom, who bought a house at the corner of Canterbury and Dickasons Roads and adapted it as medical suites. In the 1960s, he expanded his facilities by remodelling the adjacent house on Dickasons Road to provide a surgery and dental clinic.[75]

67   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 204.
68   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 17.
69   George Pile, *Bush Town to City*, pp 177, 182.
70   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 181.
71   George Pile, *Bush Town to City*, p 54.
72   Muriel McGivern, *A History of Croydon: A Second Volume*, p 164; *A History of Croydon: Volume 3, 1967-1987*, p 181.
73   Muriel McGivern, *A History of Croydon: A Second Volume*, p 245; George Pile, *Bush Town to City*, p 271.
74   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 5; Hugh Anderson, *Ringwood: Place of Many Eagles*, p 176.
75   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 176; Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, pp 214, 217.

Other local medical practices established during this period included that of Dr Paul Matthews, who opened a clinic on the Maroondah Highway in 1956 and later relocated to Nelson Road. During the 1950s, two female physicians, Dr Gladys White and Dr Margaret Sussex, operated a joint practice in Adelaide Street.[76] In Croydon, Dr Rex Davis practiced from a pre-war house on the corner of Mount Dandenong and Dorset Roads to which a surgery "of modern design" was added in the 1960s.[77] By the mid-1960s, there were six medical clinics in Ringwood alone, staffed by a total of seventeen doctors.[78] Such facilities have since proliferated across the study area. Since the opening of the Maroondah Hospital in 1976, the adjacent streets in Ringwood East have become an epicentre for clinics, consulting rooms and specialist medical services.

The Croydon Supercare Medical Centre, which opened in the late 1980s in a large two-storey glass-walled building next to the Croydon & District Private Hospital on Dorset Road, ushered in the new era of multi-disciplinary medical centres offering numerous consulting room, specialists such as optometrists, dentists and pathologists, and in-house pharmacies.

Representative places

House with detached medical clinic, 313-315 Mount Dandenong Road, Croydon (c1966)

Warrandyte Road Clinic, 44 Warrandyte Road, Ringwood (1970)

Croydon Supercare Medical Centre (former), 407 Dorset Road, Croydon (c1988)

Public hospitals

From the 2003 Thematic History:

> *Though there was extensive fund-raising for this hospital by the community from the 1960s, Maroondah eventually received a community hospital only in 1976. It is one of ten hospitals that form the Inner and Eastern Health Care Network, established by the Victorian State Government in 1996.*[79]

While the establishment of a public hospital in the study area has been a fairly recent phenomenon, local agitation for such a facility in Ringwood dates back as far as the 1930s.[80] The Borough of Ringwood acquired a site for hospital in Bedford Road in 1944, but two decades passed before the Maroondah Hospital Society emerged in 1964 and launched a fundraising campaign. Plans for the new hospital were approved in 1970 and when construction began three years later, a Croydon Auxiliary was founded to help raise funds for its completion.[81] The Maroondah Hospital was officially opened on 3 July 1976. Further facilities were added in the early 1980s, including an administration block, casualty department and Intensive Care Unit. Since then there have been several successive phases of large-scale redevelopment.

Since the hospital opened, many doctors, specialists and related medical services have been drawn to the vicinity, occupying premises fronting the hospital's island site. This trend was evident as early as 1979, when consulting rooms opened at both 10 Grey Street and 3 Were Crescent, and has continued through the 1980s and '90s. Some medical professionals have taken up space in converted residences (eg the *Age* Small Homes Service dwelling at 18 Grey Street), while others occupy purpose-built premises, such as the *Wundeela Centre* at 21 Ware Crescent, dating from 1995.

Representative places

Maroondah Hospital, 1-15 Davey Drive, Ringwood East (1970-76)

Grey Street Consulting Rooms, 10 Grey Street, Ringwood East (1979)

Wundeela Centre, 21 Ware Crescent, Ringwood East (1995)

---

76   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 176.
77   Muriel McGivern, *A History of Croydon: A Second Volume*, p 246
78   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 24.
79   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage Two* (2003), p 56.
80   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 172.
81   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 82.

Private hospitals

From the 2003 Thematic History:

> *A variety of health and medical organizations continue to operate in the municipality, including services for the disabled and elderly. In more recent years, services to cater for social and health problems, including alcohol and drug abuse treatment, counselling and mental health services, have been introduced.*[82]

Prior to WW2, private health care in the study area was manifested as small-scaled private hospitals that operated from existing buildings, typified by the Croydon Park Hospital, established in the *Croydon Park* homestead as early as 1904, and the Ringwood Private Hospital, which occupied an Edwardian house in Adelaide Street from 1916.[83] Both remained in use into the post-war era. The Ringwood facility, re-named the Pines Private Hospital in the late 1930s, continued for another two decades. In the late 1940s, a new matron took over the Croydon Park Hospital and expanded its facilities by connecting the former stables and feed-shed to the main house.[84] With no public hospital in the district, these small private hospitals continued to emerge into the 1950s. The Nan-Org Private Hospital, on Dorset Road, opened in 1952 and was run by its original matron for the next quarter-century.[85] The Ardossan Hospital, in Hull Road, followed in 1958.[86] Both were accommodated in former residences, although these duly expanded with purpose-built additions in order to provide patients with the latest standards of hospital care.

The era of purpose-built private hospitals, developed from scratch, came later. The Manvantara Hospital on Warrandyte Road at Ringwood opened in 1972, followed the next year by another on Mount Dandenong Road known as the Ringwood Private Hospital (its pre-war namesake long since closed, its building razed for Eastland). In Croydon, the Johanna Hospital was established on the Maroondah Highway in 1974 by local resident Jeannette Van Wyk who, a qualified architect, designed it herself.[87] Not all such ventures were destined for long-term success; by the mid-1970s, the Manvantara Hospital had been taken over by the Hospitals & Charities Commission and adapted as a rehabilitation centre, while the Johanna Hospital closed and became a hostel for the Paraplegics & Quadriplegics Association.[88] In the early 1980s, the Nan-Org Private Hospital on Dorset Road was redeveloped, re-opening as the Croydon & District Private Hospital, which was further extended in 1987 with a new birthing unit, said to be unique in the eastern suburbs.[89]

Representative places

Manvantara Hospital (former) 46 Warrandyte Road, Ringwood (1972)

Ringwood Private Hospital, 36 Mount Dandenong Road, Ringwood (1973)

Johanna Hospital, 295 Maroondah Highway, Croydon (1974) – *demolished*

Ambulance Service

Pressure for a local ambulance service began prior to WW2 but there was no further action until 1950, when a public meeting resulted in a governmental decision to provide a 24-hour ambulance service somewhere between Ringwood and Mitcham. The new depot, located on Pitt Street commenced operation in 1955.[90] Residents of Croydon, who had made considerable contributions to the Ringwood Ambulance Service, were still without a counterpart of their own in the mid-1960s.[91] Nearly two decades passed before a branch of the St John Ambulance opened in a purpose-built depot in Lacey Street in the early 1980s.

---

82   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage Two* (2003), p 57.
83   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 171.
84   Muriel McGivern, *A History of Croydon: A Second Volume*, p 246
85   George Pile, *Bush Town to City*, p 71.
86   Muriel McGivern, *A History of Croydon: A Second Volume*, p 247.
87   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 72-73
88   George Pile, *Bush Town to City*, p 70; Muriel McGivern, *A History of Croydon: A Second Volume*, pp 94-95.
89   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 265.
90   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 172-73.
91   Muriel McGivern, *A History of Croydon: A Second Volume*, p 248.

Representative places

Ambulance depot and residence 28/28a Pitt Street, Ringwood (1955)

Ambulance depot, 45 Lacey Street, Croydon (c1982)

Infant welfare centres

Hugh Anderson reflected that "when one looks back over the years, it is clear that attempts to establish either pre-school centres or infant welfare centres in Ringwood is a history of struggle".[92] The Borough of Ringwood had initiated a service back in 1929, which occupied various makeshift premises including rooms at the town hall and the old fire station. It was not until 1947 that a full-time nursing sister was appointed, and another six years before the service obtained a purpose-built infant welfare centre in Civic Place. In 1960, two more infant welfare centres were provided for residents of Ringwood East and Heathmont, later followed by a third in Ringwood North.[93] When the site of the Council's original infant welfare centre in Civic Place was acquired for the Eastland development, a new centre was built in Miles Avenue, which opened in 1967. This, in turn, would be demolished for the Eastern Freeway extension.

In 1942, Croydon's existing infant welfare centre was enlarged in 1942 with an affiliated pre-school. During 1964, infant welfare services commenced in both Croydon North and Croydon South, although both were initially accommodated in existing premises (respectively, Dorset Hall and the pre-school centre on Eastfield Road).[94] The nexus between kindergartens and infant welfare centres, demonstrated in Croydon as early as 1942, saw the two functions combined in a number of purpose-built premises provided in the from the later 1960s and into the 1980s, including those at Lipscombe Park (1967), Brentwood Park (1970) and Louisa Street in Croydon (1985), and the Tarralla Kindergarten (1975) in Ringwood East.[95]

Representative places

Infant welfare centre, 2 Lawrence Grove, Ringwood East (1960)

Infant welfare centre, 31 Viviani Crescent, Heathmont (1960) – *demolished*

8.4 Forming community organisations

Forming associations of mutual aid and self-help after 1945

With many parts of the study area undergoing intense residential expansion in the mid-twentieth century, progress associations maintained an active presence. In Bayswater North, a group of residents had banded together in the late 1930s to form the Canterbury Road West Riding Progress Association, which re-emerged in 1954 as Bayswater North Progress Association and then reformed again in 1962.[96] Established in 1948, the Heathmont Advancement League became a potent force and its agitations led to the creation of local facilities including the public hall in Viviani Crescent, opened in 1952. The South Croydon Progress Association, originally the Cheong Park Progress Association, was formed in December 1959.[97] It was followed, in July 1965, by an even more specific group, the South-East Croydon Progress Association.

The post-war era saw a proliferation of the usual community organisations. One of the first was a joint Ringwood-Croydon branch of the Jaycees, already in operation by 1960. The Lions Club emerged in Ringwood in 1962, followed by chapters of Apex (1966) and Rotary (1969).[98] In Croydon, a branch of the Legacy Club was formed as early as 1955, followed by the Lions (1964), Jaycees (1967) and Rotary (1973).[99]

---

92   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 198.
93   Hugh Anderson, *Ringwood: Place of Many Eagles*, pp 166-67.
94   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 4, 149
95   George Pile, *Bush Town to City*, p 215.
96   Muriel McGivern, *A History of Croydon: A Second Volume*, p 147.
97   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 151, 152.
98   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 206.
99   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 61; George Pile, *Bush Town to City,* pp 47, 117.
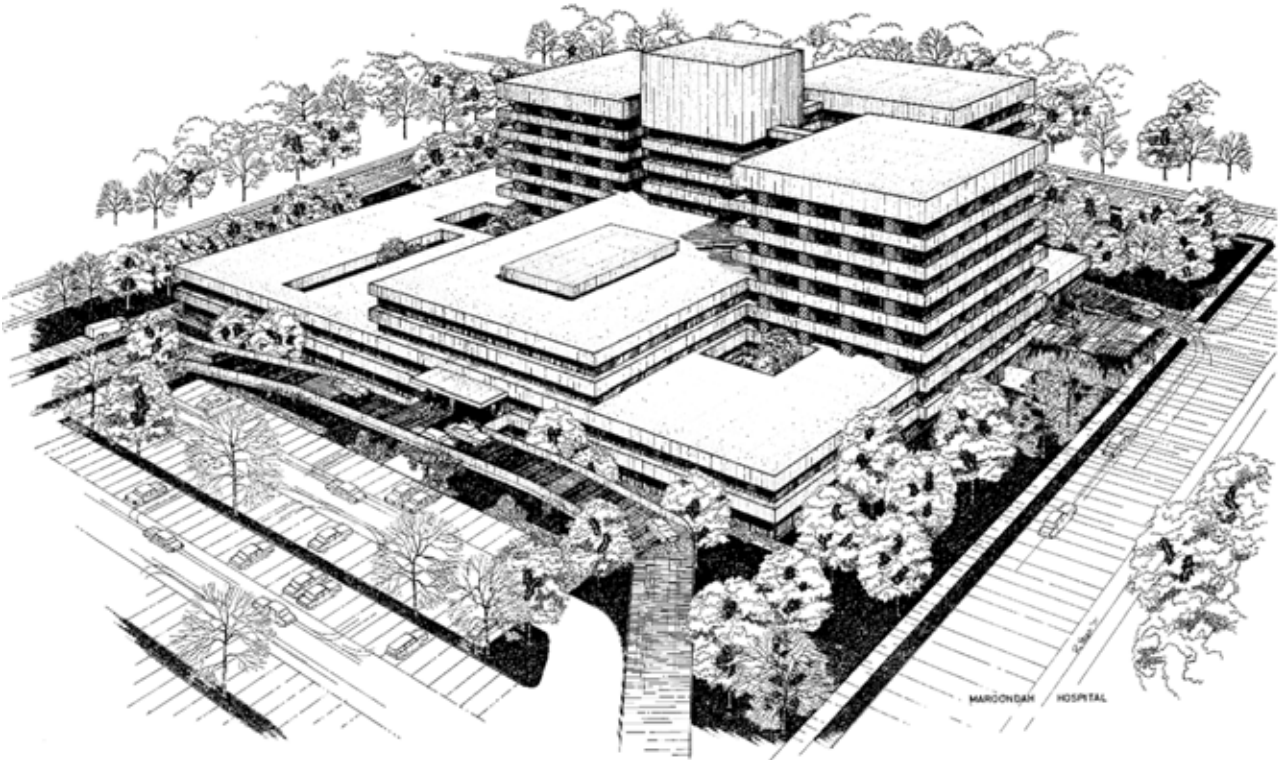
Figure 8g: Perspective drawing showing original masterplan scheme for the Maroondah Hospital
(source: 25th Report of the Hospital & Charities Commission, 1972-73)

Figure 8h: Official opening of the City of Ringwood's new infant welfare centre at Heathmont, 1960
(source: Hugh Anderson, Ringwood: Place of Many Eagles)

While some of these groups have been active in the establishment of local infrastructure, such as the retirement homes co-developed by the Lions Club, few of them have purpose-built premises of their own in the study area. One notable exception is Ringwood Masonic Lodge No 382. A venerable pre-war group dating back to 1925, the lodge continued to meet in a local parish hall until the early post-war era, when it acquired the former Oddfellows Hall in Pratt Street. Previously owned by manufacturers Holeproof (who had adapted it as a factory annexe), the building was renovated and re-opened in 1950 as the Ringwood Masonic Hall. Thirty years later, this was superseded by a purpose-built masonic centre that opened on Warrandyte Road in August 1981. This not only accommodated the original Ringwood Lodge No 382, but also over a dozen other lodges across the district, including Bayswater Lodge No 587, Croydon Lodge No 607, North Bayswater Lodge No 753 and Warrandyte Lodge No 772.

Representative places

Heathmont Preschool, 39-41 Viviani Crescent, Heathmont (1950-52) – *Heathmont Advancement League*

Lionswood Village, 1-9 Kirk Street, Ringwood (1963)

Ringwood Masonic Centre, 24Warrandyte Road, Ringwood (1981)

Pursuing special interests of all kinds

From the 2003 Thematic History

> Since World War II, choice of leisure activities has increased. Community centres developed as places for the community to meet and participate in educational and recreational activities. The Wyreena Community Arts Centre was opened in 1978, to provide Croydon with a place for art classes, exhibitions and a cafe.[100]

The post-war period has seen the establishment of a wide range of community groups, clubs and societies geared towards specific recreational or social interests. One of the first such groups to emerge after WW2 was the Mountain District Pony Club, which based itself in Cheong Park in 1945.[101] The following year, the Ringwood Arts & Crafts Society was founded by a group of residents active in various aspects of art, craft, music and drama.[102] Another early development was the Croydon North Agricultural Society, which was formed in 1949 and held its first annual show the following year. These shows were still an important local event in the early 1970s, held on land in Eastfield Road formerly owned by J Thomas.[103]

The second half of the twentieth century has seen special interest groups proliferate across the study area, covering every imaginable pursuit from the Croydon Film Society (1956) to the Cheong Park Gemmology Club (1972).[104] Amongst those listed in a City of Croydon guidebook in 1982 were the Croydon & District Dog Obedience Club, the Croydon Camera Club, the Ringwood Chess Club, the Yarra Valley Bridge Club and the Croydon City Square Dance Club.[105] Most groups hold meetings or events in community facilities such as local halls, although some occupy their own purpose-built premises. Several local interest groups, namely the Croydon Film Society, Croydon Ballet Society and Croydon Conservation Society, supported the Council's purchase and refurbishment of *Wyreena*, in Hull Road, as a community centre.[106] Since its opening in 1978, the Wyreena Community Arts Centre has remained a major regional hub for local interest groups that include the Wyreena Painters, Wyreena Pottery and the Wyreena Yarn Craft Guild.

Representative places

Wyreena Community Arts Centre, 13-23 Hull Road, Croydon (1978)

---

100   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 59.
101   Muriel McGivern, *A History of Croydon: A Second Volume*, p 151.
102   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 223
103   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 57.
104   Muriel McGivern, *A History of Croydon: A Second Volume*, p 213; George Pile, *Bush Town to City*, p 52
105   John Bellamy (ed), *Croydon: Your City* (1982), p 28.
106   Kristin Scherlies (ed), *Reflections on Wyreena: Celebrating 30 years as a Community Arts Centre,* unpaginated.

Providing places for young people to meet and socialise

Creating youth clubs

As early as 1946, the Mayor of Ringwood bemoaned that there was nothing in his borough to occupy young people: not a community centre, library nor gymnasium.[107] Youth clubs in Ringwood and Croydon emerged in the late 1950s, followed by another at Croydon South by the early 1960s, but none yet had a purpose-built venue. While the Croydon Hall on Mount Dandenong Road had long been the traditional meeting place for the district's young people of the district, the new Croydon Open Youth Club (COYC) initially met in another pre-war venue, the Dorset Hall in Croydon North.

In 1966, the Shire of Croydon appointed what was then Victoria's first full-time municipal youth services officer, and plans were announced for the provision of "an elaborate new centre" for the young people of the district.[108] The new building, dubbed *Keystone Hall,* opened in May 1970 but the club went into hiatus soon afterward.[109] As George Pile recalled, the venture was "considered a flop" at the time and, while the club eventually re-opened in September 1971, the overall lack of success discouraged the City of Ringwood from embarking on a similar project, despite local agitations.[110] During this period, the Croydon South Youth Club continued to thrive, having taken up residence in the Cheong Park Hall in 1970.[111]

Representative place

Keystone Hall, 9 Civic Square, Croydon (1970)

Expanding facilities for Boy Scouts and Girl Guides

Following a typical suburban pattern, the scouting/guiding movement established itself in the study area in the early twentieth century. Scout troops were formed at Ringwood and Croydon in the early 1910s, and both obtained purpose-built halls in the late 1920s.[112] The opening of the Croydon Scout Hall coincided with the establishment of the district's first Girl Guide group, which was also based there. By 1950, there were Brownie packs and Guide companies in in Ringwood and Croydon, and a Ranger company in Ringwood.[113]

It was not until 1962 that the first new scout hall appeared in the study area, when one was built in Bedford Park for the 1st Ringwood Scouts. This was followed, two years later, by another at the Kathleen Barrow Reserve, for what was then known as the 5th Ringwood (Heathmont) troop.[114] While the rest of that decade saw intense expansion of local Scout and Guide groups, these tended to operate from existing premises. In 1964, when Croydon's scouting groups were consolidated under a new division to reflect recent changes to municipal boundaries, there were eight troops spread across six different venues: the pre-war hall in Kent Avenue, along with three local churches, a park pavilion and a former factory.[115]

When a new Guide company and Brownie pack was founded in Croydon West in 1965, it initially met in the school shelter shed; when another followed a year later, meetings took place in the garage of a private house on Maroondah Highway.[116] The district's first purpose-built Guide Hall, erected for the 5th Croydon Guides, finally opened in November 1967.[117] Three years later, the 1st Croydon Guides moved from their original hall in Kent Avenue to a new one on Birdwood Road, shared with the 3rd Croydon Scouts. Another shared hall, for the joint use of the 2nd Croydon Guides and 9th Croydon Scouts, opened in April 1973.[118]

---

107   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 193.
108   Muriel McGivern, *A History of Croydon: A Second Volume*, p 279.
109   George Pile, *Bush Town to City*, p 152.
110   George Pile, *Bush Town to City*, p 52.
111   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 11.
112   Muriel McGivern, *A History of Croydon: A Second Volume*, p 267.
113   George Pile, *Bush Town to City,* p 25.
114   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§27).
115   Muriel McGivern, *A History of Croydon: A Second Volume*, p 267; George Pile, *Bush Town to City,* p 25.
116   George Pile, *Bush Town to City,* p 25.
117   George Pile, *Bush Town to City*, p 118.
118   George Pile, *Bush Town to City,* p 25.

In 1976, a new scout hall was erected on leased railway land in Heathmont Road for the 2nd Heathmont troop, which was founded a decade earlier as the 9th Ringwood (Heathmont East) troop. After the troop merged with 1st Heathmont in the late 1980s, the hall in Heathmont Road was purchased by the Scouting Association for use the headquarters of its Yarra Valley region.[119]

Representative places

1st Ringwood Scout Hall (Bill Wilkins Lodge), Bedford Park, Ringwood (1962)

Heathmont Scout Hall, 14a Barrow Drive, Heathmont (1964)

3rd Croydon Scout Hall, 15 Lusher Road (corner Birdwood Road), Croydon (1970)

Providing local meeting places

From the 2003 thematic history:

> *Various halls in the municipality have played an important part in the district's recreational activities. The Croydon Hall (former Mechanics' Institute), has seen a variety of uses, for scouting groups, dances during World War II for servicemen stationed at Park Orchards and Wonga Park; and as a picture theatre.[120]*

Erected in 1909 and modernised thirty years later, the Croydon Hall on Mount Dandenong Road was still the most important centre for community activities in the early post-war era.[121] Residents of Croydon North had their choice of two local meeting places that, while dating back to pre-war times, remained in active use well after WW2: Dorset Hall on the Maroondah Highway and Melba Hall in Exeter Road.[122]

Towards the end of the 1940s, a resident of Bayswater North offered to donate land for a public hall in that area, although nothing further eventuated.[123] The first such venue to appear in the study area after WW2 was erected in Heathmont in 1951-52. An initiative of the newly-formed Heathmont Advancement League, the building was designed by architect and local resident Frank Secomb, and built by volunteer labour.[124] The hall, incorporating murals by local artist George Browning, was an immediate success, accommodating not only the local pre-school but also services for several new congregations and an array of public events from dances and fashion parades to card nights and protest meetings. However, its multi-purpose use ended abruptly in 1960 when, after complaints of noise from neighbours, evening functions were banned and the building reverted to exclusive use as a pre-school

From the late 1960s, as residential expansion spread across the northern and southern fringes of the study area, a second wave of public hall construction took place. Cheong Park Hall in Croydon South, designed by local architect Kevin Pethebridge, opened in 1968 and, within a few years, had become home to several community groups including scouts and guides.[125] Croydon South was provided with another public hall in 1976, with the opening of a two-storey multi-purpose complex in Belmont Park.[126] Around the same time, Dorset Hall in Croydon North was destroyed by fire and a replacement promptly proposed for Hughes Park. Known as the Brushy Creek Hall, this opened in 1977.[127] Bayswater North finally obtained a public hall of its own in the early 1980s (over thirty years after one was first mooted) when a prefabricated building that formerly housed the City of Croydon's library was relocated to Allambanan Drive.[128] Re-badged as Arrabri Hall, it opened in 1983.[129]

---

119   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§27).
120   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 59.
121   George Pile, *Bush Town to City,* p 2.
122   George Pile, *Bush Town to City*, p 57; Croydon Historical Society, *Croydon: Then and Now*, p 99.
123   Muriel McGivern, *A History of Croydon: A Second Volume*, p 147.
124   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§15).
125   George Pile, *Bush Town to City*, p 130.
126   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 92, 110.
127   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 111.
128   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 170.
129   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 211.

Representative places

Public Hall (later Heathmont Pre-School), 39-41 Viviani Crescent, Heathmont (1950-52)

Cheong Park Hall, off Eastfield Road, Croydon South (1968)

Arrabri Community House, 42 Allambanan Drive, Bayswater North (1983)

8.5 Preserving traditions and commemorating

Remembering the impact of war

From the 2003 Thematic History:

> *After World War II, ideas of memorials and their form, changed. Ringwood added plaques to the base of its substantial memorial, to honour those who served in World War II, Malaya, Korea and Vietnam. Croydon, in contrast reflected contemporary post war attitudes: it constructed in 1962, the Croydon Memorial Pool, with funds from public subscriptions, government grants and loans raised by the Council.[130]*

Croydon's original WW1 memorial, unveiled on 27 October 1919, was a stone obelisk at the centre of Anzac Square, north of the railway line. A decade later, Ringwood followed suit with its Baroque-style Memorial Clock Tower, unveiled in the centre of Maroondah Highway in 1928. In an odd coincidence, the contexts of both memorials would be altered due to post-war traffic improvements. In 1963, when Anzac Square was reconfigured to create a new roundabout, the memorial became its central focus. Four years later, Ringwood's clock tower was dismantled and re-erected on the corner of Wantirna Road, consequent to the reconfiguration and reconstruction of the highway. Since the 1970s, the inscriptions on both memorials have been updated to include the names of those who served in the Korean and Vietnam wars.[131]

A new war memorial, the James N Stevens Memorial Park, was created in front of the Croydon's civic centre in the late 1980s, including a small granite block with the names of 31 local soldiers who died in the four major conflicts between 1914 and 1972. The facade of the Croydon RSL premises, also in Civic Square, incorporates a stone plinth dedicated to those who served in the Korean and Vietnam Wars.

While the memorials erected in the study area to commemorate the WW1 followed the established tradition of sombre stone monuments, counterparts in the post-war era have often taken different forms. Aside from the aforementioned Croydon Memorial Pool (1962), these include a "Remembrance Tree" planted in the grounds of the North Ringwood State School in 1955, and a flagstaff at the Ringwood RSL premises in Station Street. Several churches are known to have installed stained glass windows commemorating the fallen, including the former Ringwood Methodist (later Uniting) Church in Station Street (1963). Another window, commissioned in 1954 by a member of Croydon's Presbyterian congregation, was removed and re-installed in the new Presbyterian (later Uniting) Church when it was built a decade later on Tallent Avenue.

Representative places

Remembrance Tree, Oban Road, Ringwood North (1955) – *grounds of Ringwood North Primary School*

Croydon Memorial Pool, 30-48 Hewish Road, Croydon (1962)

James N Stevens Memorial Park, Civic Drive, Croydon (1988)

Remembering significant events and people

From the 2003 Thematic History

> *Other memorials have been constructed within Maroondah to commemorate significant local events, or people. [132]*

---

130   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 38.
131   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 206
132   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 38.

*Figure 8i: The Arribri Community House in Bayswater North, soon after opening in 1983
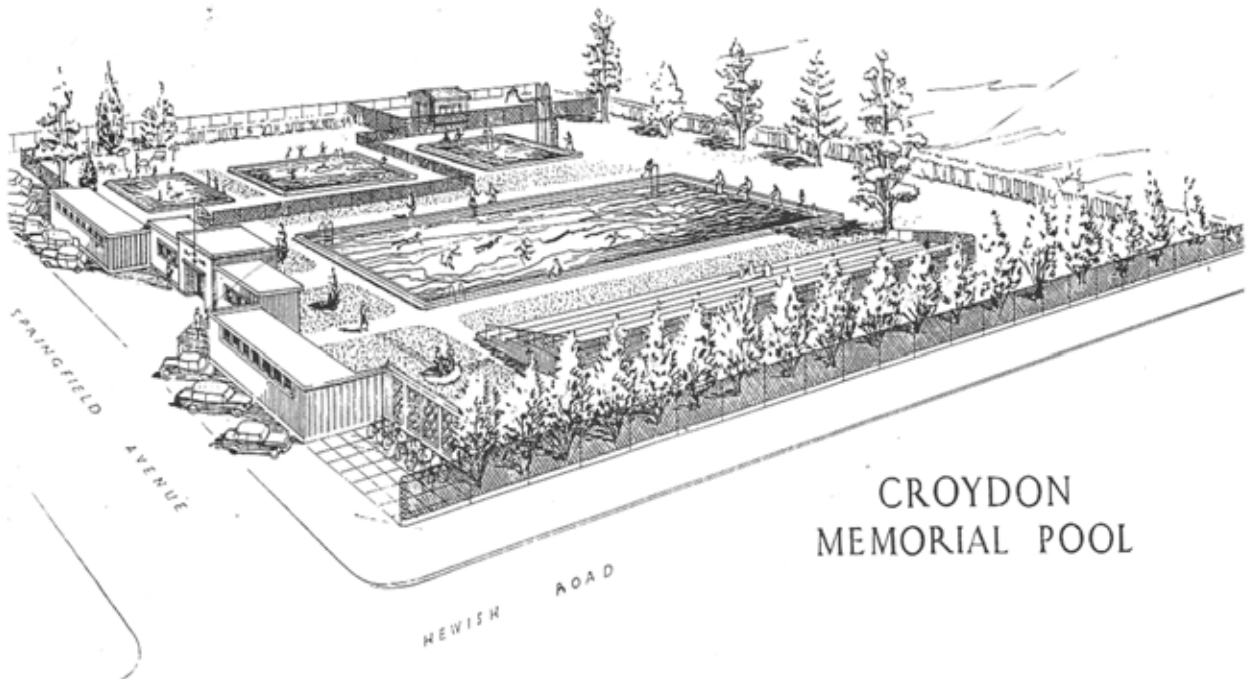(source: City of Croydon Community Handbook, 1984)*

*Figure 8j: Presentation drawing of the Croydon Memorial Pool (1962), developed at the edge of Croydon Park
(source: George Pile, Bush Town to City)*

The commemoration of significant events and people via memorials, monuments and other elements in the physical environment has been a minor but recurring theme in the post-war development of the study area. The planting of commemorative trees, which was a common gesture from the 1950s to the 70s, was evinced not only by the aforementioned war memorial "Remembrance Tree" in Ringwood North (1955) but also by trees planted in Croydon in 1961 (in the grounds of the RSL club) and 1971 (in front of the civic centre), to commemorate the municipality's respective proclamations as a Shire and a City.[133] As late as 1978, a tree was planted in front of Croydon Lake to mark the Golden Jubilee of the CWA in Victoria.

Otherwise, the erection of monuments has been a more recent phenomenon. An early example, located in front of the City of Ringwood Library in Warrandyte Road, was the Pioneers' Memorial unveiled by the Ringwood History Group in October 1974 to mark the Golden Jubilee of the municipality's severance from the Shire of Lillydale. That year, a stone obelisk and plaque was erected in Croydon's Brushy Creek Park to commemorate a toll gate that existed there in the late nineteenth century.[134] Just over a decade later, in May 1986, another stone plinth was unveiled in the same reserve as a memorial to Koori leader William Barak (1818-1903), last chief of the Woiworung people, who was said to have been born at Brushy Creek.[135] Other manifestations of this theme include a sundial in Croydon's Civic Square, unveiled in 1982 in memory of local humanitarian and conservationist Florence Crane, and a plaque in Croydon's Main Street that was unveiled in 1998 to commemorate the centenary of the first local shop, James Hewish's general store.[136]

Representative places

Toll gate obelisk and plaque, Brushy Park, 435 Maroondah Highway Croydon North (1974)

Florence Crane Sundial, Civic Square, Croydon (1982)

William Barak Memorial, Brushy Park, 435 Maroondah Highway Croydon North (1986)

8.6   Marking the phases of life

Growing old and retiring

A relative modern phenomenon in general, the provision of dedicated facilities for older residents has largely emerged in the study area only since the 1960s. One of the earliest such development was *Kilalla*, described as "a rest home for elderly people", which opened in 1960 on a site opposite the general store in Warranwood.[137] In 1961, the newly-proclaimed City of Ringwood collaborated with the local Lions Club to develop *Lionswood Village*, a purpose-built retirement home in Kirk Street, officially opened in May 1963.[138] Another early manifestation in Ringwood was the Olivet Home for the Aged, which was established around the same time by the Christadelphian Welfare Association, adjacent to the sect's church in Rupert Street. By the end of the decade, such developments had spread as far as Bayswater North, where a pre-war house, *Bayfield Park*, was converted into a residential facility for the aged.[139] This would be substantially upgraded and refurbished following a change of management in the late 1970s.

The early 1960s also witnessed the local emergence of what were then then known as elderly citizens' clubs. In 1964, it was reported that purpose-built premises for a club in Ringwood had "just been erected in Greenwood Park".[140] The Shire of Croydon duly followed suit, acquiring a site for a counterpart in 1965. Tenders were called by the end of the year and the new facility opened in 1967.[141] Another centre, for the East Ringwood Senior Citizens' Club, was erected in Knaith Park in the early 1970s.

133   Muriel McGivern, *A History of Croydon: A Second Volume*, p 4; *History of Croydon: Volume 3, 1967-1987*, p 26.
134   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 79-80.
135   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 244-245.
136   Croydon Historical Society, *Croydon: Then and Now*, p 26.
137   Muriel McGivern, *A History of Croydon: A Second Volume*, p 154.
138   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 23.
139   Muriel McGivern, *A History of Croydon: A Second Volume*, p 142.
140   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 23.
141   Muriel McGivern, *A History of Croydon: A Second Volume*, p 209; George Pile, *Bush Town to City*, pp 97, 109..

Retirement communities and similar facilities for the aged had proliferated in the study are since the 1970s. Some of these, following the early lead of the Olivet Homes in Ringwood, are affiliated with local churches. Examples included the Tarralla Christian Retirement Village on Dorset Road, established by the Croydon Church of Christ in 1980, and the Good Shepherd Retirement Village in City Road, Ringwood, developed a few years later on a site opposite Ringwood's Good Shepherd Lutheran Church.[142] Others were created by private enterprise, typified by *Eastern Lodge*, a special accommodations centre that opened at Croydon in 1983.[143] Still others came about through council initiatives and/or local community groups, as when the Lions Club of Ringwood developed its second retirement community, *Lionsbrae*, in Ringwood East.[144]

In the mid-1980ss, the Ministry of Housing (then recently re-configured from the old Housing Commission of Victoria) also made a foray into the study area as part of a broader scheme to provide elderly persons' flats across the metropolitan area and elsewhere. In early 1984, tenders were called for a block of twelve such flats in Louisa Street, Croydon, which were officially opened by Premier John Cain in August 1985. At the time, they were said to be first elderly citizens' village in Croydon.[145] The following year, a similar but smaller group of five units was erected in Ringwood on land owned by the Ministry of Housing, this time designed by a leading private architect, John Kenny, based on the ministry's standard design.

Representative places

Lionswood Village, 1-9 Kirk Street, Ringwood (1963)

East Ringwood Senior Citizens' Centre, Laurence Grove, Ringwood East (c1971)

Ministry of Housing flats for elderly persons, 10 Louisa Street, Croydon (1984-85)

Flats for elderly persons, 36 Wilana Street, Ringwood (John Kenny, 1986)

---

142   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 186.
143   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 207.
144   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 207
145   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 237.

9.0   SHAPING CULTURAL AND CREATIVE LIFE

9.1   Participating in sport and recreation

Enjoying outdoor leisure activities after 1945

From the 2003 Thematic History

> At present, Maroondah has over 120 sporting clubs and organizations.[1]

Typically for most parts of suburban Melbourne, sporting clubs were an early presence in the study area. Cricket clubs were formed in Croydon and Ringwood in the late nineteenth century, with football and tennis clubs emerging in both areas at the turn of the century. The 1920s saw the establishment of bowling clubs at Ringwood and Croydon, a soccer club and a golf club at Croydon, and a cricket club at Heathmont.

With the exception of the golf course on Dorset Road, facilities for local sporting clubs mostly developed in a piecemeal fashion prior to WW2. The post-war trend for consolidation of sporting facilities was anticipated by Croydon Park, which already had tennis courts, cricket pitch and clubrooms for the bowling club when it opened in 1938.[2] The Borough of Ringwood planning scheme, prepared in 1944 by architect Frank Heath, envisioned a multi-purpose recreational centre with wading pool, bowling green, football ground, tennis courts and facilities for basketball, hockey and other outdoor sports.[3] Although unrealised, the scheme shrewdly anticipated later developments. The early post-war era saw Croydon Park expand with further facilities including more tennis courts (1947), a sports pavilion (1959) and the Memorial Swimming Pool (1962).[4] The bowling club increased its presence with another three greens (1952), clubroom additions (1958) and seven more seven greens (1961). This period also saw expansion at the Croydon Golf Club, including a manager's house (1951) and members' lounge (1954).[5]

In 1960, when the City of Ringwood compulsorily acquired land on the north side of Maroondah Highway for the Eastland Shopping Centre, the incipient loss of the Town Reserve prompted the decision to develop Jubilee Park as the municipality's main sporting reserve.[6] Already upgraded with an oval, soccer field and croquet rink by the mid-1960s, Jubilee Park was "fast becoming a self-contained sports reserve that is the envy of lesser endowed municipalities ... it has ovals and sporting facilities for most sports with the present exception of a bowling green and swimming pool".[7] At that time, the two omitted facilities still occupied their pre-war locations in Ringwood Reserve, between Reynolds and Miles Avenues. The swimming pool finally closed in 1970, when a new one opened at Greenwood Park, while the bowling club remained until the 1990s, when it relocated to the former site of Norwood Primary School.

By the mid-1960s, new sporting clubs were emerging in burgeoning suburbs such as Heathmont, where a football club was formed in 1956, followed by a bowling club in 1957. The Heathmont Football Club originally shared the Heathmont Reserve with the pre-war cricket club until, at the latter's urging, a new and larger public reserve was developed on wasteland between the Dandenong Creek and the railway line. Unveiled in 1962 as the H E Parker Reserve, it became the home ground for both cricket and football clubs.[8] The local bowling club had previously acquired three acre site on the opposite side the road, where a bowling green was laid out in 1958. This was followed, a year later, by a new clubhouse, and then a second green in 1962.[9]

---

1   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 59.
2   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 276, 279.
3   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 192.
4   Muriel McGivern, *A History of Croydon: A Second Volume*, p 207.
5   George Pile, *Bush Town to City*, p 47.
6   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 212.
7   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 35.
8   Heathmont History Group, *Heathmont Sketchbook*, unpaginated (§17).
9   Heathmont History Group, *Heathmont Sketchbook*, unpaginated (§6).

Expansion of sporting reserves continued through the 1960s as new clubs emerged and older ones required updated facilities. The Croydon Athletics Club, formed in 1968, was soon followed by the Croydon Little Athletics Club.[10] The latter obtained a purpose-built clubroom in 1970, and the former followed seven years later.[11] Both were headquartered at the Town Park, where an athletics oval was laid out in 1972.[12] By then, Croydon Park had further expanded with a soccer pitch and pavilion for the Croydon City Soccer Club, which was duly provided with a larger clubroom in 1976.[13]

In 1975, the City of Croydon set aside funds for reconstruction of the oval at South Croydon to bring it up to standards required by the Eastern District Football League. [14] Heathmont Park, latterly vacated by the cricket and football clubs, was taken up by two new groups: the Heathmont Baseball Club (1969) and Heathmont Baptist Cricket Club (1975), while the H E Parker Reserve became home to the H E Parker Tennis Club (1975) and the Melbourne East Netball Cub (1977).[15] By the end of that decade, the Heathmont Tennis Club, which had used courts near the railway station, also moved to Heathmont Park.[16] These years saw tennis facilities established or upgraded elsewhere. In 1976, courts were laid out for Croydon East Tennis Club in Charles Allen Reserve, on Hull Road. [17] Around the same time, courts and a small utility room were provided for the Gracedale Tennis Club in Bayswater North. The modest utility room was later expanded to create full-fledged clubrooms, officially opened in 1980.[18]

The 1970s and early '80s saw several new entirely sporting reserves developed. One example, Barngeong Park in Croydon, provided an all-weather baseball diamond for the Croydon Baseball Club in 1971.[19] Soon afterwards, the City of Croydon began developing a reserve between Eastfield Road and the Croydon Main Drain, initially dubbed Town Park South but later renamed Eastfield Park. This included a unique sporting facility in the study area: a trotting track for the Croydon Light Harness Club.[20] In 1975, the Mountain District Horse & Pony Club relocated to the same reserve from its former home in Cheong Park (bringing its original building with it). Eastfield Park subsequently attracted other equestrian events including horse shows and gymkhanas hosted by the Croydon & District Agricultural Society.

Another ambitious development from scratch was the Ringwood Public Golf Course, which opened in May 1976 on a 112-acre site formerly occupied by the rubbish tip.[21] A few years earlier, the City of Croydon had mooted a similar scheme to reclaim its tip in Trawalla Road as a nine-hole golf course.[22] However, it was not until 1976 that plans formalised for a complex not only providing a golf course but also football oval, soccer pitch and practice areas. At the time, it was stated that facilities would be operational within five to eight years; right on schedule the Dorset Recreation Reserve, and adjacent Croydon Public Golf Course, opened in 1983. [23] The study area obtained its fourth golf course with the establishment of the Heathmont Golf Park (actually located in Bayswater North), which opened as a driving range in 1982 and then expanded in the 1990s to provide an 11-hole pitch-and-putt course and an 18-hole mini golf course.[24]

Since the 1980s, facilities for hitherto unrepresented sports have emerged, including a rugby field in the Griff Hunt Reserve in Croydon North, and BMX bike tracks at the H E Parker Reserve at Heathmont and a site on Nelson Road, Croydon, opposite the Town Park (later developed as the TAFE campus).

---

10   George Pile, *Bush Town to City*, p 137.
11   George Pile, *Bush Town to City*, pp 148, 269.
12   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 42.
13   George Pile, *Bush Town to City*, p 152; Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 32, 106.
14   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 85.
15   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§17).
16   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§16).
17   George Pile, *Bush Town to City*, p 256.
18   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 188.
19   George Pile, *Bush Town to City*, p 161.
20   George Pile, *Bush Town to City*, p 244.
21   George Pile, *Bush Town to City*, p 253.
22   George Pile, *Bush Town to City*, p 174.
23   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 140-41; *A History of Croydon: Vol 3, 1967-1987*, p 214.
24   Heathmont History Group, *Heathmont Sketchbook,* unpaginated (§12).

<u>Representative places</u>

Heathmont Bowls Club, 9 The Greenway, Heathmont (1959)

Ringwood Croquet Club, Gardini Avenue, Ringwood (c1963)

Trotting track at Eastfield Reserve, Eastfield Road, Croydon (c1975)

Enjoying indoor leisure activities after 1945

From the 2003 thematic history:

> *New commercial sporting and entertainment venues have also evolved in Maroondah during this period, including an indoor bowling alley, skating rink, cinema complex and drive-in theatre.*[25]

In contrast to their outdoor counterparts, facilities for indoor leisure activities have been a more recent phenomenon in the study area, mostly developing since the early 1960s. One of the first examples was the *Hiway Lanes*, a tenpin bowling alley that opened on the Maroondah Highway at Ringwood in 1962, at the peak of the sport's popularity following its introduction to Melbourne a year earlier. While the proliferation of tenpin bowling alleys in other parts of Melbourne flooded the market, prompting the closure of many centres by the later 1960s, Ringwood's *Hiway Lanes* was still in operation into the twenty-first century. Another fad-based indoor recreation venue, equally popular in its day, was the Ringwood Iceland, an ice skating arena that opened on Maroondah Highway in 1970, slightly further along from the bowling alley.

While the Borough of Ringwood had established a public outdoor swimming pool as early as 1923, and the Shire of Croydon belatedly followed in 1962, the first indoor swimming pool in the study area was a private venture, the so-called Dolphin Swim Centre in New Street, Ringwood, which opened around 1967. A few years later, the City of Ringwood replaced its pre-war pool with a modern outdoor counterpart at Jubilee Park, although another quarter-century passed before it was refurbished (to a design by architect Daryl Jackson) to create an indoor swimming complex, reopened in July 1987 as the Ringwood Aquatic Centre.

The Ringwood Squash Centre, established on Station Street in the early 1960s, represented an early local manifestation of a new type of indoor recreation that would become increasingly common. Fitness centres, providing squash courts, gymnasia and related facilities, began to proliferate in the study area from the later 1960s. This was typified by two examples that appeared on Canterbury Road at Heathmont in rapid succession and close proximity: the Heathmont Fitness Centre at No 136-138 (1967) and the Heathmont Squash Courts at No 118-122 (1969).[26] Other fitness centres emerge during the 1980s, including those on Croydon Road, Croydon, and Bayswater Road, Croydon South.

By far the largest, most significant and most enduring indoor recreation centre established in the study area after WW2 was the Croydon Leisure Centre on Haig Avenue. Mooted in the early 1970s, it formed the first stage of an ambitious community complex masterplanned by architects Young, Lehmann & Company. The foundation stone for the leisure centre was laid in April 1976, and the new building was officially opened in July 1977.[27] Originally providing an indoor arena for tennis and basketball, courts for netball and volleyball, saunas, a cafeteria and a crèche, the venue was enlarged in 1980-82 (to provide four squash courts, solaria and gymnasium) and again in 1987 (to provide an extended crèche, spa and reconfigured foyer).[28]

It is indicative of changing trends in indoor recreation that some of its post-war manifestations no longer exist as such. Since the year 2000, the tenpin bowling alley and ice skating arena on Maroondah Highway have both closed and been adapted as commercial premises. The indoor fitness centre in Croydon Road has been converted into residential apartments, and the one on Bayswater Road redeveloped as a kindergarten. While the Croydon Leisure Centre remains in operation, it has been substantially enlarged and upgraded, and renamed Aquahub.

---

25   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 59.
26   Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, pp 172, 177.
27   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 92, 116-117.
28   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 186, 200-201, 271.

Figure 9a: Croydon's new public golf course, Dorset Golf, photographed soon after opening in 1983 (source: City of Croydon Community Handbook, 1984)

Figure 9b: Ringwood Iceland (1970), Melbourne's first purpose-built ice skating rink in over sixty years (source: http://icelegendsaustralia.com)

Representative places

Hiway Lanes (former), 79-83 Maroondah Ringwood (1962) – *demolished*

Dolphin Swim Centre (former), 110 New Street, Ringwood (c1967)

Ringwood Iceland (former), 28-30 Maroondah Highway, Ringwood (1970)

Croydon Leisure Centre (later Aquahub), 11 Civic Square Croydon (1976-77)

9.2   Nurturing a vibrant arts scene

Creating visual arts after 1945

Visual artists have been drawn to the study area since early days, when part of Croydon known as Quarry Hill became "a favourite place as artists painted the lovely view, the wild flowers and stately gums" [29] The region's appeal for artists, both visiting or resident, continued into the post-war era.[30] Some settled there before WW2 and remained active thereafter, such as John Rowell (1894-1973), a venerable Melbourne artist and art teacher who lived in Bayswater North from the 1920s until the 1950s, when, annoyed by the opening of a sawmill adjacent to his property, he and his wife moved to the Mornington Peninsula.[31] Roger Webber (1900-1970) settled in Ringwood Street in 1926 and remained for over forty years. A latecomer to the visual arts, he took up painting in retirement and even continued after suffering a stroke in 1969.[32] A neighbour in Ringwood Street, artist Margaret Robbie, moved into the area after WW2 and converted her garage to a studio-cum-gallery.[33] Bettina Morris, who settled in Heathmont with her husband in the early 1950s, had studied painting under Napier Waller and erstwhile Bayswater North resident John Rowell.

Another Heathmont resident, George Browning (1918-2000), was one of few professional artists resident in the study area at that time. A one-time Official War Artist who went on work as Staff Artist at the National Museum, Browning was responsible for the murals in Heathmont's new pre-school, completed in 1952. One notably successful local amateur was Gordon Speary, a Ringwood East resident from the 1950s, who won art prizes, exhibited his work nationally (and in Hong Kong) and is said to be represented in many collections. Webber, Robbie, Speary and Morris, along with fellow artists Val Gunn, Rita McCrae and Leslie Sands, often painted depictions of local scenery and streetscapes; examples of the work all those named would be used to illustrate Hugh Anderson's local history book, *Ringwood: Place of Many Eagles*, published in 1988.[34]

A developing visual art community was also evident in groups such as the Ringwood Arts & Crafts Society (1946), the Croydon Arts Society (1956) and the Ringwood Artists Society (1965).[35] The Rotary Clubs in both Ringwood and Croydon held annual art shows for many years. As early as the 1970s, the City of Ringwood acquired works from these shows for its own collection.[36] A municipal art collection was also mooted by the City of Croydon at the time, but nothing eventuated due to lack of funds.[37] Local artists, banding together as the Maroondah Arts Centre Group, pressured that Council to provide an artists' centre.[38] Sketch plans were drawn up, but nothing came of it. Further pressure was exerted when it was revealed that the proposed leisure centre would not include a dedicated space for local artists. A solution was found when the City of Croydon acquired the former Sacred Heart Convent in Hull Road. Refurbished and re-badged as the Wyreena Community Centre, the new venue opened in March 1978 with painter Kevin Oxley (1941-2016) as inaugural artist-in-residence.[39]

---

29   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 271.
30   Hugh Anderson, *Ringwood: Place of Many Eagles,* pp 215-17.
31   Muriel McGivern, *A History of Croydon: A Second Volume*, p 143.
32   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 217.
33   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 218.
34   Hugh Anderson, *Ringwood: Place of Many Eagles,* unpaginated plates between pp 53-53, 84-85, 116-117, 148-49.
35   Anderson, *Ringwood: Place of Many Eagles,* p 223; Muriel McGivern, *A History of Croydon: A Second Volume*, p 212.
36   Anderson, *Ringwood: Place of Many Eagles,* p 207.
37   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 83.
38   George Pile, *Bush Town to City*, pp 57, 65.
39   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 130.

The later 1970s saw a boom of art galleries, especially in Croydon. One gallery, started in1975 by the Croydon Arts Council, operated from a house in Haig Street three days per week.[40] When the Croydon Arts Council was dissolved three years later, its assets transferred to the new Wyreena Community Centre.[41] In 1978, Croydon teacher Edna Cargill opened the Alice Gallery, at the corner of Alice Street and the Maroondah Highway, to exhibit work by local artists.[42] The following year saw the opening of the Mount Vernon Croydon Galleries, founded by British-born couple Fred and Mary Brooke, which occupied the large pre-war house on Mount Dandenong Road built for local historian Muriel McGivern.[43] A more recent example at Ringwood was the Evan Mackley Fine Art Gallery, which commenced operation on the Maroondah Highway (again, in an existing residence) in the 1980s.

Representative places

Wyreena Community Arts Centre, 13-23 Hull Road, Croydon (1978)

Alice Gallery (former), 245 Maroondah Highway, Croydon North (1978)

Forming local drama and performing groups

In the early post-war era, dramatic performances were an uncommon sight in the study area. Occasionally, the Croydon Hall was pressed into service for theatrical events, such as the one-night performance of an English farce, *Quiet Weekend*, performed in April 1950 by touring company as a fundraising benefit. Local dramatic and performance groups emerged gradually later in the decade. One of the first, Croydon Parish Players, was formed by members of the local Presbyterian church and staged its first play there in 1956.[44] The following year saw the establishment of the Croydon Theatre Workshop, which, according to Muriel McGivern, was made up of "ex-professional actors, actresses and ballet stars".[45] Several other such groups duly emerged, such as the Ringwood Repertory Company (1960) and the Croydon Ballet Society (1967).[46]

During the 1970s, residents of Croydon nursed the possibility that the district might obtain a purpose-built theatre space as part of the proposed Croydon Leisure Centre. Lengthy debate ensued, and the idea was abandoned when it was learnt that the City of Ringwood was about to build a performance venue, rendering another at Croydon superfluous. Ringwood's complex, to be located beside the civic centre in Braeside Avenue, would provide a multi-purpose function room and 400-seat theatre with orchestra pit. It would be erected on a project management basis by builder/developer Civil & Civic, who engaged longtime associate, venerable Sydney architect Harry Seidler, to design it. Opened in early 1980, the new venue was originally known as the Ringwood Cultural Centre but has since been re-badged as the Karralyka Centre.

In more recent years, professional-standard performing arts centres have been erected by local secondary schools, both state and private. One early example, the Maroondah Community Theatre, was already in operation at the Maroondah High School by 1980. Five years later, another was proposed by Croydon High School after receiving a $100,000 grant to improve the school's arts and music curriculum.[47] These centres have not only been used for school events and performances, but also for outside productions by local theatre companies. In the 1980s, the Maroondah Theatre Company regularly staged productions at the Maroondah Community Theatre, while the Croydon Parish Players continues to use the centre at Croydon High School (later Melba College).[48] The Fabulous Nobodies, a local theatre company founded in 1991, mounted several productions each year at the Karralyka Centre, but has since relocated to a smaller performance space of its own in Bayswater (outside the study area).

40   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 119; George Pile, *Bush Town to City*, p 243.
41   Muriel McGivern, *A History of Croydon: A Second Volume*, pp 148-149.
42   Muriel McGivern, *A History of Croydon: A Second Volume*, p 149.
43   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, pp 204-205.
44   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 212.
45   Muriel McGivern, *A History of Croydon: A Second Volume*, p 213.
46   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 223; George Pile, *Bush Town to City*, p 117.
47   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 237.
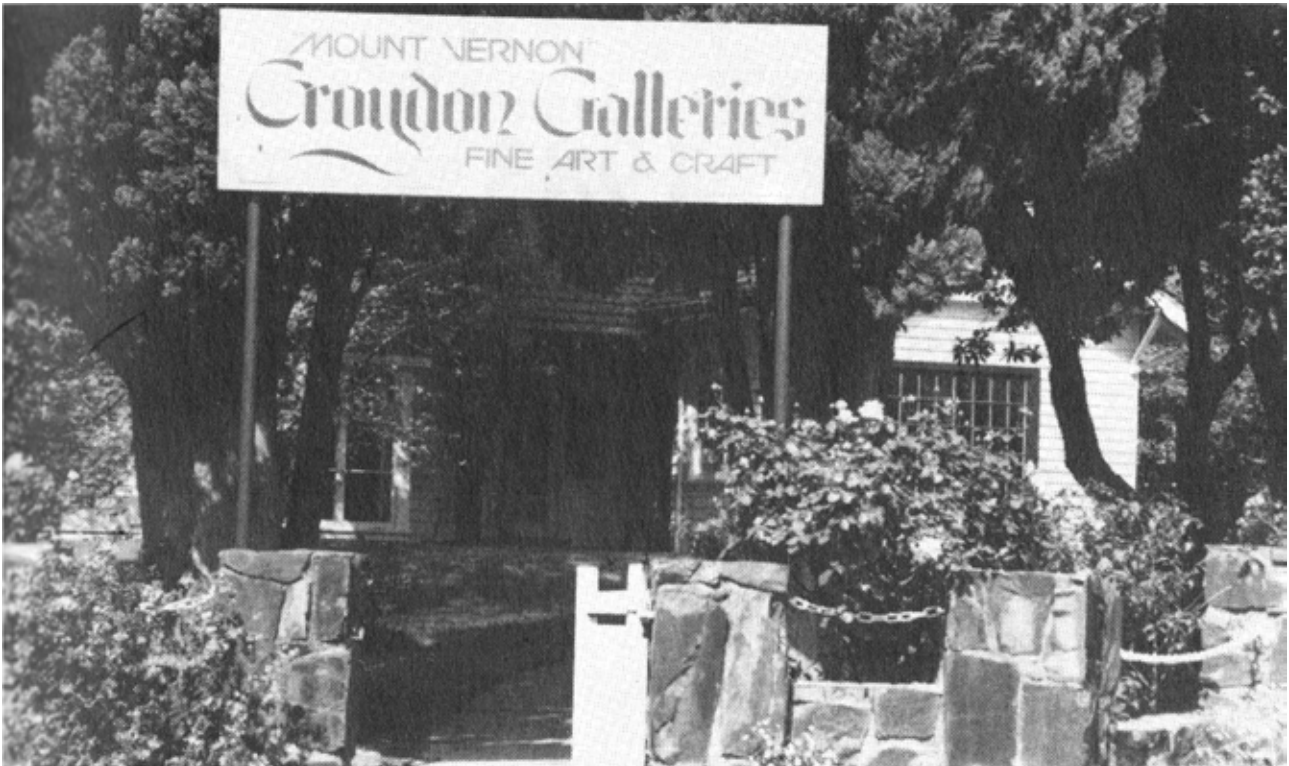48   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987,* p 179.

*Figure 9c: Mount Vernon Croydon Galleries, based in the former residence of local historian Muriel McGivern
(source: Muriel McGivern, <u>A History of Croydon, Volume 3, 1967-1987</u>)*

*Figure 9d: Harry Seidler's Ringwood Cultural Centre, photographed by John Gollings soon after completion
(source: Stephen Dobney (ed), <u>Harry Seidler: Selected and Current Works</u>, 1997)*

<u>Representative places</u>

Ringwood Cultural Centre (later Karralyka Centre), Mines Road, Ringwood (1978-80)

Performing Arts Centre, Croydon High School (later Melba College), Croydon Road, Croydon (1985)

Making music: local orchestras, bands and choral societies

Prior to WW2, live musical and choral performance was a mainstay of popular entertainment in the study area, as it was elsewhere in suburban Melbourne. The two key local venues hosting such events, namely the Croydon Hall on Mount Dandenong Road, and the concert hall added to the rear of the Ringwood Town Hall in the mid-1930s, continued to be used as such into the 1950s and '60s.

One of the first new musical groups to emerge in the post-war era was the Ringwood Citizens' Band, which was formed in 1946 and regularly performed at outdoor events such as carnivals, parades and picnics. The band originally rehearsed at the old timber drill hall at Ringwood East until it was obliged to vacate due to the introduction of National Service in the early 1950s. Temporarily based in a church hall, the band never obtained a purpose-built venue of its own, and seems to have disbanded by the end of the decade.[49] A more enduring counterpart, the Croydon Citizens Band, was formed after a public meeting in 1962, and held its first performance that October.[50] At first, it rehearsed in the makeshift building beside the Croydon Hall that had been built the previous year as a temporary home for the library. In 1965, the band relocated to the Nissen hut in Croydon South, latterly used for church services, where the curvature of the roof reportedly caused problems for the musicians. In 1970, they relocated to a more accommodating ex-army hut that had been relocated to the newly-established Barngeong Reserve.[51] Three years later, the band found even more suitable long-term home in Keystone Hall, the former home of the defunct Croydon Youth Club.

Other local groups to emerge in Croydon during the 1950s and '60s include the Croydon Choral Society (1957) and the Croydon Philharmonic Society (1964). [52] While comparable societies had long existed in Ringwood, some even dating back as far as 1900, one major post-war development was the Ringwood Eisteddfod. This was initiated in 1954 by two local women, one of whom was the president of the Ringwood Arts & Crafts Society. The event was originally staged in the concert hall at the rear of the Ringwood Town Hall and, after the building was demolished, relocated to the hall of the local Lutheran church. Still running, the Ringwood Eisteddfod is held at the North Ringwood Senior Citizens' Hall. The *Ringwood Aria* competition, which emerged in the 1970s as an offshoot of the Eisteddfod, also continues to this day, with its Grand Final hosted at the Karralyka Centre.[53]

<u>Representative places</u>

Keystone Hall, 9 Civic Square, Croydon (1970)

9.3   Achieving distinction in the arts

Designing fine buildings

From the 2003 thematic history

> Several of Maroondah's buildings constructed after World War II are designed by some of Australia's most respected and accomplished architects and architectural firms. These include John Denton, Harry Seidler, Daryl Jackson, Robin Boyd, Edmond & Corrigan and Ashton Raggatt McDougall.[54]

---

49   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 222.
50   Muriel McGivern, *A History of Croydon: A Second Volume*, p 4.
51   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 9.
52   George Pile, *Bush Town to City*, p 94.
53   Hugh Anderson, *Ringwood: Place of Many Eagles,* p 223.
54   Richard Peterson with Peter Barrett, *Maroondah Heritage Study: Stage One* (2003), p 52.

The study area certainly contains an enviable number of buildings designed by some of Australia's most eminent architects of the post-war era. Celebrated architect and writer Robin Boyd designed several houses in Ringwood and Croydon, spanning his career from the late 1940s until his death in 1971. These include the Hegarty House in Ringwood East, commissioned in 1969 and completed in 1972, which is often cited as the last house that Boyd ever designed. Frederick Romberg, the European-trained émigré architect who was in partnership with Boyd from 1953, undertook one of his most significant projects in the study area: Luther College in Croydon (1963-66). Harry Seidler, arguably Australia's most famous modernist architect of the post-war era, designed the Karralyka Centre in Ringwood which, at the time of his completion in 1980, was the first building ever completed to his design in Victoria. Other leading post-war architects to be represented in the study area include Douglas Alexandra, Don Fulton, Neil Clerehan, John & Phyllis Murphy, Chancellor & Patrick, Charles Duncan, Graeme Gunn and Horace Tribe, to name but a few.

The phenomenon of local architects designing houses for themselves has been discussed elsewhere. Several of these houses, including David Caldwell's house in Heathmont (1958) and Hank Romyn's second house in Croydon (1964), attracted considerable press attention at the time they were built, with articles appearing in magazines such as *Architecture & Arts* and *Australian Home Beautiful*, and in the weekly property column of the *Herald* newspaper. Many other local buildings were written up in these and other contemporary sources during the 1950s and '60s , including projects as diverse as the drive-in cinema at Croydon, the tenpin bowling alley at Ringwood, the British Nylon Spinners factory at Bayswater North, a group of display houses at Ringwood East and several local churches.

The study area also contains some early examples of the work of architects who went onto become particularly well-known in the profession. In the early 1970s, architect John Denton designed a house at Ringwood North for graphic designer Gary Emery. The house garnered considerable attention for the young architect, who soon went on to greater fame as a founding member of the award-winning partnership of Denton Corker Marshall (whose later projects included a studio at South Melbourne for Gary Emery, by then a regular collaborator with the firm). While still studying architecture in the early 1960s, Peter Corrigan obtained his very first architectural commission from a friend, and the house was duly completed in Alto Avenue, Croydon. Later forming the celebrated partnership of Edmund & Corrigan, he returned to the study area in the mid-1990s to complete the high-profile Ringwood Plaza/Ringwood Library project.

Representative places

Luther College, 1-39 Plymouth Road, Croydon (Romberg & Boyd, 1964-66)

Kenyon House, 35 Alto Avenue, Croydon (Peter Corrigan, 1964-74)

Hegarty House (former), 20 Byways Drive, Ringwood East (Robin Boyd, 1969-72)

Emery House (former), 50 Pine Crescent, Ringwood North (John Denton, 1973)

Karralyka Centre, Mines Road, Ringwood (Harry Seidler, 1980)

Ringwood Library, Civic Mall, Ringwood (Edmond & Corrigan, 1995) - *demolished*

Winning architectural awards

Over the last three decades of the twentieth century, several architect-designed buildings in the study area have been honoured by receiving (or being nominated for) architectural awards. This trend dates back to 1970, when two local buildings by architect and Heathmont resident Ian J Smith were included on the ballot paper for that year's Victorian Architectural Awards: the Heathmont East Pre-School, and a house in Byways Drive, Ringwood East. In 1979, the new Croydon Leisure Centre, by Lehman Young & Company, was nominated for the RAIA (Victorian Chapter) Awards. The first building to actually win such an award appears to have been a house in Ringwood East designed by Dennis Carter. Nominated for the Robin Boyd Award in the 1984 RAIA (Victorian Chapter) Awards, the project was ultimately bestowed with a merit award. In 1995, Edmond & Corrigan received two separate merit awards for work that the firm recently undertook for the City of Ringwood: one award for the new Ringwood Library itself (institutional category) and another for the broader Ringwood Plaza development (urban design category).

Figure 9e: The Kenyon House in Croydon (1964-74), the first house ever designed by Peter Corrigan (source: Conrad Hamann, <u>Cities of Hope: Australian Architecture & Design by Edmond & Corrigan</u>)

Figure 9f: The Hegarty House in Ringwood East (1969-71), the last house ever designed by Robin Boyd (source: <u>Architecture in Australia</u>, April 1973

Representative places

Heathmont East Pre-School, 4a Pleasant Drive, Heathmont (Ian J Smith, 1970)

Hay House, 1 Vista Avenue, Ringwood East (Dennis Carter, 1984)

Ringwood Library, Civic Mall, Ringwood (Edmond & Corrigan, 1995) – *demolished*

9.4   Creating popular culture

Creating Australian film and television

Creation of film and television has not been a significant theme in the study area's post-war development. Muriel McGivern recorded one early example of a motion picture titled *The Wild Colonial*, reportedly filmed on location in Croydon and Wonga Park in the late 1950s.[55] Of some interest is the fact that this film was produced by David Bilcock (1937-2009), said to have been a descendant of Croydon pioneers, who was destined for greater fame for such Ozploitation films as *Stork* (1971) and *Alvin Rides Again* (1974).

Making local music

The culture of live music has had a minor, but not insignificant, presence in the study area in the post-war period. One early venue for live music was a cabaret/reception centre in Croydon variously known as the *Village Barn* or *Village Cabaret*, which began in the late 1950s in an ex-orchard building near the new drive-in cinema.[56] However, there seem to have been few similar developments until the 1970s, when Melbourne's burgeoning culture of live pub bands saw several hotels in the study area establish themselves as popular live music venues. A cursory review of the weekly gig guides that appeared in the *Age* newspaper in the late 1970s and early 1980s provides a snapshot of the live music scene at that time. The Manhattan Hotel on Heatherdale Road seems to have been the pre-eminent venue at that time, showcasing such performers as Billy Thorpe, Redgum, the Divinyls, the Uncanny X-Men and Renee Geyer. Skyhooks appeared at the Manhattan on a few occasions in the late 1970s, and returned for their 1991 reunion tour. These and many other less celebrated bands also appeared at the Dorset Gardens Hotel in Croydon, the Club Hotel in Ringwood East and the Croydon Hotel. When singer Wendy Stapleton and her band appeared at the Dorset Gardens Hotel in the early 1980s, their performance was recorded and later included on their self-titled live album, *Wendy & the Rocketts* (1982). Another popular venue for live music in the 1970s and early '80s was Ringwood Iceland on the Maroondah Highway, which had the distinction of hosting the first major live appearance by AC/DC. Others to perform there included Skyhooks, Daddy Cool, Ol' 55, Ted Mulry, Billy Thorpe, Stevie Wright, Normie Rowe, Rose Tattoo and the Models.

A rival music venue that emerged in Heathmont in the mid-1970s was the *Four Aces Disco Club*, which occupied the first floor a new building on Canterbury Road. Briefly re-badged as the Heathmont Tavern, it re-opened again in 1980 as "Heathmont's first weekend late-night disco".[57] More recent venues included *Jooce* on the Maroondah Highway at Ringwood, which opened in 1992 and remained a much-patronised nightclub and live music venue for the rest of that decade. Re-opening in 2001 as *East 93*, it proved rather less successful, and closed in 2003. The first few years of the 21st century saw something of a nightclub precinct develop along this stretch of the Maroondah Highway, with other venues including the Growling Dog at No 143 (2000) and the Denim Lounge at No 123 (2001). Both have long since closed.

One of few bands to have emerged from within the study area itself was the John Robinson Showband, a seven-piece combo that was established by the eponymous John Robinson, proprietor of a music shop in the Arndale centre at Croydon.[58] The group experienced fleeting fame following an appearance on Channel Nine's *New Faces* talent programme in the 1970s, and later recorded a track, "The Fiesta Song", that was released as a single on the Tasmanian-based EQ label.

---

55   Muriel McGivern, *A History of Croydon: A Second Volume*, p 4.
56   Muriel McGivern, *A History of Croydon: A Second Volume*, p 162.
57   Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*, p 116.
58   Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*, p 85.

Representative places

Ringwood Iceland (former), 28-30 Maroondah Highway, Ringwood (1969-70)

Four Aces Disco Nightclub (former), 111 Canterbury Road, Heathmont (1976)

Jooce Nightclub (former), 93-97 Maroondah Highway, Ringwood (1992)

9.5   Advancing knowledge

Establishing research facilities in science and technology

Although research facilities have not been a widespread phenomenon across the study area, a couple of high-profile examples are known to have developed in the post-war era. The first of these was the Carlton Hop Research Station, which was established in 1950 by Carlton & United Breweries to develop improved strains of hops for beer brewing.[59] Reported to have been the only research facility of its type in Australia, it was located at 483 Maroondah Highway. The seemingly unlikely location of the facility, in Melbourne's outer eastern suburbs, was perpetuated in the names of two new strains of hop that were developed there: the *Ringwood Special* and the *Pride of Ringwood*.[60] The latter strain, developed in 1958, went on to become so successful on a global scale that CUB realised that ongoing research was no longer required. The Hop Research Station at Ringwood finally closed in the 1970s.

Another local research facility, dating in the mid-1950s, was the Merrindale Research Laboratories in Croydon. Developed by ICIANZ, the facility occupied a 58-acre site on Dorset Road.[61] Described at the time as the most modern biological research station in Australia, it was also the only one of its kind to combine simultaneous research into plant pests and diseases, weeds and animal remedies with a team of staff that included botanists, mycologists, entomologists and veterinarians. The facility was still in operation in 1979, when it celebrated its twenty-fifth anniversary.[62] However, it ceased a few years and the huge site was offered for redevelopment in 1986. It has since become an industrial estate, where the original use of the property has been perpetuated by the naming of Merrindale Drive and Research Drive.

Representative place

ICIANZ Merrindale Research Laboratories (site), Dorset Road and Merrindale Drive, Croydon (1954)

---

59   M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*, p 14
60   Hugh Anderson, *Ringwood: Place of Many Eagles*, p 204.
61   Muriel McGivern, *A History of Croydon: A Second Volume*, p 189.
62   Muriel McGivern, *A History of Croydon: A Second Volume*, p 163.

D: SELECT BIBLIOGRAPHY

D1   Books and monographs

Hugh Anderson, *Ringwood: Place of Many Eagles*.
    Ascot Vale: Red Rooster Press, 1988.

Geoff Arnott, John Hutchinson, Les Hutchinson and Marjorie Meeuwsen, *Croydon: Then and Now*.
    Croydon: Croydon Historical Society, Inc, 2012.

M Burnside (compiler), *Ringwood: Short Notes on its Development, 1857-1963*.
    Ringwood: Ringwood Historical Research Group, 1964.

Richard Carter, *From Horse Shoes to High Heels: Ringwood Shopping Centre and Eastland, 1858-2008*.
    Rosanna: Bounce Books, 2009.

Heathmont History Group, *Heathmont Sketchbook*.
    Blackburn, Victoria PenFolk Publishing 2017.

Muriel McGivern, *A History of Croydon: A Second Volume*.
    Croydon, 1967.

Muriel McGivern, *A History of Croydon: Volume 3, 1967-1987*.
    Croydon: City of Croydon, 1987.

George Pile, *Bush Town to City: Recollections of the 1950s, '60s and '70s, Croydon, Victoria*.
    No place or date.

Gerald Robinson et al, *From Apples to Coffee: the First 90 Years of the Heathmont Shopping Centre, 1923-2013*.
    Blackburn: PenFolk Publishing, 2013.

Kristin Scherlies (ed), *Reflections on Wyreena: Celebrating 30 years as a Community Arts Centre*.
    Ringwood: City of Maroondah, 2008.

D2   Reports

Richard Peterson with Peter Barrett. *Maroondah Heritage Study: Stage Two* (2003). Three volumes.

Heritage Alliance. *Survey of Post-War Built Heritage in Victoria: Stage One* (2008). Two volumes.

Context. *Jubilee Park Heritage and Neighbourhood Character Study* (2017). One volume.