BACKGROUND INFORMATION

Glenavon, 19 Pine Grove, Malvern (HO278)

Figure 1. 19 Pine Grove, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Not known
Construction Date: 1889-90	Builder: Not known

Historical Context Summary

The City of Stonnington stands on the Traditional Lands of the Woi wurrung and Boon Wurrung Peoples of the East Kulin Nations. Archaeologists believe that Aboriginal People have been in Victoria for more than 30,000 years. Throughout this long history their relationship with the landscape (where and how they live) has changed according to factors such as climate change, resource availability, and cultural change (Context 2006:10).

The first European settler in the Malvern district was John Gardiner in 1835, a pastoralist from New South Wales who was one of the first overlanders to Port Phillip. He pastured his stock near the junction of Gardiner's Creek and the Yarra River and is the namesake of Gardiner's Creek, Gardiner's Creek Road (now Toorak Road) and both the locality and the Shire of Gardiner (before they were re-named Malvern). The first recorded use of the name Malvern was in January 1854, when barrister Charles B. G. Skinner named his hotel on the corner of Malvern and Glenferrie roads the 'Malvern Hill' after a district in England. The name for the Shire of Malvern was derived from Malvern Hill Estate, a private subdivision in the area dating to 1856 (City of Stonnington [CoS]; Context 2006:34).

The first land sales in the area were held in 1854 and most original Crown grantees subdivided their allotments for resale (Context 2006:41; 2009:4). Gardiner's Road District was proclaimed in 1856 before Gardiner Shire was formed in 1871, which was renamed Malvern Shire in 1878 (CoS). The municipal boundary comprised the current localities of Malvern (previously Gardiner), Malvern East, Glen Iris (south of Gardiners Creek), Kooyong, Armadale (east of Kooyong Road), Toorak (east of Kooyong Road) and Chadstone (west of Warrigal Road). Early directories listed Malvern and Malvern East as the one locality, until 1910.

The former Malvern Shire saw slow population growth to 1881, by which time it totalled just under 2,000 people (Victorian Places). In 1879, the Oakleigh Railway Line was opened along the southern extent of the municipality, through Malvern, Armadale, Toorak and Hawksburn to join the existing line at South Yarra. The arrival of the Oakleigh railway coincided with the start of the land boom, which resulted in considerable urban growth. In the 1880s the district comprised substantial residences on large allotments, as well as pastoral and agricultural holdings (including market gardens and orchards) and commercial development (Context 2006:41, 65-6). During the 1880s boom period, the municipality saw a dramatic increase in population, quadrupling to approximately 8,000 by 1891, and steadily increasing to 10,000 by 1901 (Victorian Places). In the 1890s a number of timber houses were built in Malvern as an economy measure, but some residents complained that wooden houses would degenerate into slums. Concern about this development led to a slum abolition movement and subsequently, c1912, Malvern Council began to declare brick areas, where timber houses were not permitted. By 1916 the Council had also fixed a minimum area for individual housing allotments at 6000 square feet, with minimum frontages of fifty feet (Context 2006:128).

The railway line along the northern extent of the municipality was established in 1890 through the Glen Iris Valley from Burnley. Stations were established at Heyington, Kooyong, Tooronga, Gardiner, Glen Iris and Darling, however, expected residential development in their vicinity stalled during the 1890s following the economic collapse (Context 2006:66). The 1893 *Australian Handbook* (as cited in Victorian Places) described Malvern as 'an elevated residential suburb', served by a line of omnibuses from Prahran, with many leading merchants and professional men living in the area in pleasantly situated 'dwellings of a superior class'. The entry noted that a number of notable mansions had been erected by this date, and that the market gardens and orchards were 'steadily being reduced, and cut up into building allotments, on which [were] being erected

many handsome villas and business establishments' (Victorian Places). The municipality saw rapid development and urbanisation from 1900 and it was declared a Borough and then a Town in 1901. In 1911 the municipality was declared a City, with a residential population of 16,000 (Context 2006:86; Victorian Places).

The Prahran and Malvern Tramways Trust was established in 1908, with electric tramlines opening along High Street in 1910-14, Glenferrie Road in 1910-13, to the south along Wattletree Road in 1910-12, and Malvern Road in 1915. The arrival of the tramlines further drove the development of commercial centres in the immediate vicinity and residential development beyond. New train stations were built at Armadale, Hawksburn, Malvern and Toorak between 1908 and 1918, and at Malvern East in 1929 (Context 2006:70-2, 113; Victorian Places).

Residential development during the early twentieth century generally occurred on newly subdivided estates or on nineteenth century subdivisions that had remained partly or wholly undeveloped during the 1890s depression (Context 2009:5). In 1912 it was reported that 800 houses a year were being built in the (by then) City of Malvern, which boasted 'a progress unprecedented by any other suburb' (Context 2009:128). In the decade between 1911 and 1921 the population in the City of Malvern doubled, from 16,000 to 32,000 residents, and then increased steadily to 43,000 by 1933 (Victorian Places). This population growth saw development spread to the Glen Iris Valley and the outer reaches of the City, in Malvern East. The housing stock in this eastern part of the municipality was more characteristically uniform and unadorned in comparison to housing in Malvern. Kooyong's development was substantially completed by the end of the 1920s (Context 2006:128, 131).

By 1946 the Australian Blue Book (as cited in Victorian Places) stated that Malvern was one of the 'leading residential suburbs of the Metropolis'. It comprised the substantial homes of many of Melbourne's leading citizens, in what was termed 'The Garden City' due to the number of parks and public gardens. Development in the City of Malvern steadied from the 1930s, with the population averaging 45,000 until the 1990s (Victorian Places). The City of Malvern amalgamated with the City of Prahran in 1994, to form the City of Stonnington.

Place History Summary

Glenavon was constructed in 1889-90 on land originally purchased by Matthew Bergin in 1854 as Crown Portion 44 in the Township of Gardiner, Parish of Prahran (McLaren 1987:9). In 1857 Edward Charsley purchased Portion 44 and Portions 45 and 46 to the west, naming the property Pine Hill (Butler 2002:375).

Merchant Robert Sellars owned Pine Hill from 1877 (SHC MH939). The property consisted of 16 acres of land fronting Wattletree Road with a large house located to the east (Malvern Rate Books). Rate Books indicate that the consortium of Edsall, Nicholls and Stewart subsequently purchased the property, subdividing the western portion and offering allotments for sale on 20 March 1886 (Plan of Subdivision, Pine Hill Estate, 1886). Sellars continued to tenant the Pine Hill mansion. Subdivision of the eastern portion of the Pine Hill Estate followed, with Pine Grove and Isabella Street listed in Rate Books in 1887.

Glenavon was built in the new subdivision at the corner of Pine Grove and Isabella Street for timber merchants and importers Andrew Kerr & Co, and this company retained the property until 1918 (Malvern Rate Books). The 10-roomed, two-storey brick house was one of a substantial number of properties in the estate built for this company during this period, including two houses with similar footprints in Isabella Street (Figure 3). The house had three tenants during this period – Dr Henry Lawrence until 1897 (*Melbourne Punch*, 27 Dec 1894; *Age*, 27 Oct 1897:5), John Finlay until 1906 and Dr Montgomery Paton until 1918 (Malvern Rate Books). Located at the south-west corner of Pine Grove and Isabella Street, this house was addressed to Isabella Street from c1908 until at least the 1950s in the Malvern Rate Books, and to Pine Grove in the Sands and McDougall Directories.

Mrs Rebecca Affleck purchased Glenavon in 1918 and occupied the 10-roomed brick house (addressed as 5 Isabella Street) until her death in 1937 (Malvern Rate Books). In 1927 she divided the house into three flats, occupying one and renting the other two. It appears that she occupied the ground floor and divided the upstairs portion into two flats – a 3-roomed flat to the north and a 4 roomed flat to the south. Known as 'Glenavon Flats' (S&M), the property remained in the Affleck family until at least the 1950s (Malvern Rate Books), after which it has had various owners.

Current aerial photographs indicate that a single-storey addition was constructed off the west elevation (date not known). In 1988 an assessment of the Norfolk Island Pine located on the southern boundary reported that the tree was in 'excellent condition' for its over-100-year age (cited in Butler 2002:377).

Description Summary

The following description includes detail contained within G Butler & Associates, 'Heritage Overlay Review, 2002'.

Glenavon is situated on an allotment at the north-west corner of Pine Grove and Isabella Street, with entry from Pine Grove. A later bluestone and metal picket fence surrounds the property and the house is clearly visible from both streets. An extension with basement car park has been added to the west elevation, copying detailing from the original house.

The two-storey rendered Italianate style house is set out with two projecting wings linked by an ornamental two-level cast iron verandah. Polygonal bay windows extend from each wing, the verandah floor is tiled with tessellated tiles, the verandah soffit is boarded, the eaves are bracketed, and the hipped roof forms are clad in slate. Chimneys are rendered with cornice capping and simple relief panels. The six-panelled front door has glazed side and highlights. Openings, such as the front door and tall double-hung windows, are linked by an impost mould and corners are emphasised with quoins. A string mould, marking the floor line, is faced with an embossed cream and brown patterned tile.

The north and west faces of the house appear to have been rendered (were originally face brick).

Key Features:

- Large two-storey Italianate style house

- Rendered brick walls

- Slate-clad hipped roofs with exposed eaves and timber eaves brackets

- Return verandah and balcony with cast iron frieze, brackets, columns and balustrade

- North and west wings with polygonal bays to street elevations

- Rendered detailing including corner quoining, impost moulding ribbed window sills and chimneys with corniced capping and simple relief panels

- Band of patterned tiles at first floor level

- Six-panel entrance door with glazed side and highlights

- Tessellated tiled verandah floor

- Mature trees including a prominent Norfolk Island Pine (*Araucaria heterophylla*) to south boundary.

Intactness/Integrity

The house remains highly intact to its period of construction and retains a high degree of integrity. Alterations include an addition with basement car park to the west elevation.

References

Context Pty Ltd, Stonnington Thematic Environmental History, 2006 & 2009 addendum.

J B Cooper, *The History of Malvern, From its First Settlement to a City*, Melbourne, 1935.

G Butler & Associates, *Heritage Overlay Review*, 2002.

McLaren, I., *Malvern Crown Land Sales 1840-1879*, 1987.

Malvern Rate Books (RB).

Melbourne and Metropolitan Board of Works (MMBW) Plan No 61, 1902 (SLV).

Melbourne Punch.

Plan of Subdivision, Pine Hill Estate, 1886 (SHC MH939).

Sands and McDougall Directories (S&M).

The Age.

Victorian Places, 'Malvern' & 'Malvern East', http://www.victorianplaces.com.au.

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Historic Images and Plans

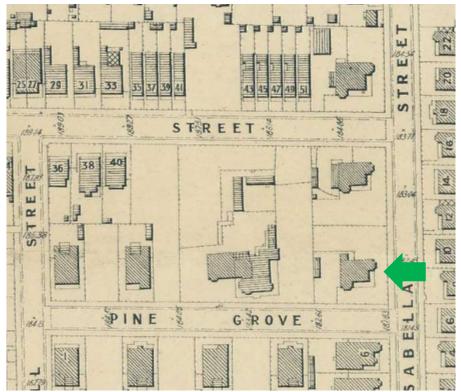*Figure 2. Plan of Subdivision of Pine Hill Estate, 1886. (Source: SHC MH5489)*

Figure 3. Detail of MMBW Plan No 61, dated 1902, showing a footprint of the house at the subject site, indicated by the green arrow (Source: SLV)