

BACKGROUND INFORMATION

Tooronga, 72 Elizabeth Street, Malvern (H0309)



Figure 1. 72 Elizabeth Street, Malvern (GJM Heritage, July 2020).

DATE: **June 2021**

Place type: House	Architect: Not known
Construction Date: c1890	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

The subject site was subdivided as part of Tooronga Station Estate (Lewis 1992). Lots 23 and 24 on the east side of Elizabeth Street, south of Toorak Road, Malvern were purchased by publican Robert Salkeld in 1891 and by the following year he was the owner and occupier of a 10-roomed brick house and stables on the site (Malvern Rate Books). From 1894 David McArly occupied the house before it was purchased by Edward Joyce in 1898. At the time of Joyce's death in 1909, the house was named 'Tooronga' and was described as:

... a brick 2 storey house about 23 years old containing 9 rooms, kitchen and bathroom...deceased paid £725 for the property in Dec 1898. Since the City Brickworks have been established in Elizabeth Street directly opposite the house, which are in operation and have depreciated the property' (PROV Probate).

The house was converted into six flats in the 1950s by owner John Hobbs of Euroa (Malvern Rate Books).

The house underwent extensive alterations and additions in 1998, works included the complete reconstruction of the verandah, restoration of the exterior of the house and the construction of a skillion addition to the rear of the house and two-storey addition to the north elevation (Lewis 1992).

Description Summary

Tooronga at 72 Elizabeth Street, Malvern is a substantial two-storey Victorian Italianate style house situated on an allotment at the north-east corner of Elizabeth and Arthur Streets. A large garage has been constructed at the property boundary at the east end of the Arthur Street frontage and a high fence now surrounds the

property. A two-storey extension has been added to the north-east rear corner of the house, with adjacent pool at the northern property boundary.

Key Features:

- Large two storey Italianate style house
- Rendered brick walls
- Slate-clad hipped roofs with exposed eaves
- Return verandah and balcony with cast iron frieze, brackets, columns and balustrade
- North wing with polygonal bay to Elizabeth Street elevation
- Secondary hipped bay to Arthur Street elevation with a pair of narrow rectangular windows
- Rendered detailing including paired eaves brackets with raised panels between, string courses, window hoods and recessed panels
- Prominent chimneys with corniced cappings and decorative brackets.

Intactness/Integrity

The house remains highly intact to its period of construction and retains a high degree of integrity.

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.

Malvern Rate Books (RB).

Melbourne and Metropolitan Board of Works (MMBW) Plans, Malvern & Hawthorn No 58, 1902 and 1947.

N Lewis & Associates, *City of Malvern Heritage Study*, 1992.

Public Records Office Victoria (PROV) Probate & Administration File for Edward Joyce: VPRS 28/P3 unit 99, item 114/365.

Sands and McDougall Directories (S&M).

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

Historic Images and Plans



Figure 2. Detail of MMBW Plan No 58, Malvern, dated 1902, showing a footprint of the house at the subject site, indicated by the green arrow (houses circled in orange) (Source: SLV)

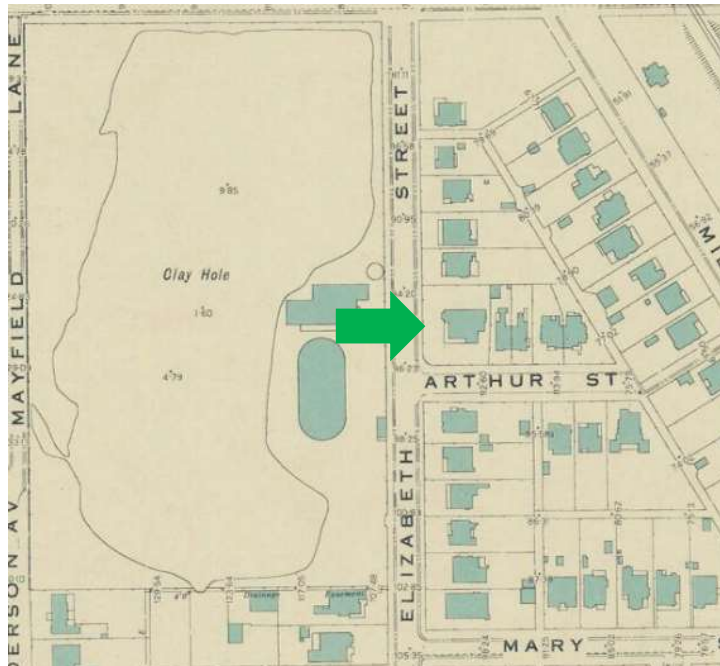


Figure 3. Detail of MMBW Plan No 58, dated 1947, showing the reduced allotment size and increased development in the area. Subject site indicated by the green arrow (Source: SLV).