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MALVERN HERITAGE REVIEW

CITATIONS – REVIEW OF EXISTING HERITAGE PLACES

VOLUME 2

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ACKNOWLEDGEMENTS

We would like to acknowledge the valuable information and support provided by the Stonnington City Council, and Simone Sharpe, Stonnington History Centre, to assist us in undertaking this study.

The study area forms part of the traditional lands of the Woi wurrung and Boon wurrung peoples. This study is limited in its scope to consideration of post-contact cultural heritage and does not specifically address Aboriginal cultural heritage significance. Nonetheless, we acknowledge the Woi wurrung and Boon wurrung peoples as the Traditional Owners of the land and pay our respects to their Elders past, present and emerging.

1.0 Schedule of Citations – Review of Existing Heritage Places

1.1 Individual Heritage Properties

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BACKGROUND INFORMATION

St George's Anglican Church Complex, 292-296 Glenferrie Road, Malvern (HO43)



Figure 1. St George's Anglican Church (GJM Heritage, July 2020).



Figure 2. Vicarage (GJM Heritage, July 2020).



Figure 3. Parish Hall (GJM Heritage, July 2020).

DATE: June 2021

Place type: Church complex	Architects: Samuel H Merrett (church), Dalton & Gibbins & U Billing (church additions), Flannagan & Foy (Sunday School, current parish hall), A & H Peck (parish hall extension), Mockridge, Stahle & Mitchell (hall alterations), Klingender & Alsop (church additions)
Construction Date: 1865-1925	Builder: Jones & Morgan (church), Bell & Hehir (Sunday school, current parish hall), Wright (vicarage)

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

A schoolroom was built on land acquired by the Church of England in Glenferrie Road in 1857, which was licensed for church services the following year (SHC MP102). A portion of land to the north of the schoolroom was purchased in 1865 and local architect Samuel Merrett was engaged to design a church for the site. The foundation stone of St George’s Church of England was laid on 30 November 1865 (*Telegraph, St Kilda, Prahran and South Yarra Guardian*, 2 Dec 1865:2) and a simply-planned Early English Gothic-style bluestone church, with freestone dressings, was opened on 20 September 1869 (*Argus*, 21 Sept 1869:5). A detailed description of the church and perspective rendering of the interior, were provided in the *Illustrated Australian News for Home Readers* (10 October 1873:165 & 170). The church design included stained glass manufactured by Clayton & Bell, London (National Trust).

In response to increasing numbers of worshippers in the 1880s, the church was enlarged. Architects Dalton & Gibbins were responsible for designing transepts and a chancel ‘in strict keeping with the lines of the original church designed by Mr Merrett’ (SHC MH7541). This required demolition of the existing chancel and east wall and initial erection of a transept 75 feet x 25 feet (*Argus*, 24 Apr 1885:5). Described as ‘important

improvements and addition', the work included the addition of a fleche at the junction of the transepts and nave (*Herald*, 18 Mar 1884:3). The south transept and part of the choir was opened in March 1885 and after purchase of a narrow strip of land to the north of the church in 1887, the eastern end was completed by architect Urban Billing and dedicated in February 1888 (SHC MH7541). St Martin's memorial chapel was added to the north side of the chancel in 1923 to the design of architects Klingender & Alsop (SHC MB1784, 1921; *Age*, 22 Oct 1923:11).

Soon after completion of the church in 1865, a single storey brick vicarage was built at the rear of the property (*Age*, 15 Sept 1944:5) and in 1875, Mr Wright's tender was accepted for completion of this building (SHC MH7541). The vicarage was enlarged with the addition of a second storey in 1897 (SHC MH7541; Figure 7).

On 3 October 1891 the foundation stone was laid for a new Sunday school building (later known as the parish hall) to be constructed to the south of the church and west of the early schoolroom. Designed by architects Flannagan and Foy, the building comprised a two-storey front wing for church use – with a three-storey staircase tower and spire – and a single-storey school room at the rear (*Age*, 5 Oct 1891:6). In 1925 a large brick wing was added to the rear of this building to designs by architects A & H Peck (SHC MB3310). This extended the existing school room to form a hall with a platform at the east end and adding various amenities. The early school room appears to have been retained at the southern side of the building and a slate-clad roofed porch added to the front entrance. In 1957 the hall was converted into a multi-purpose Education and Fellowship Centre by architects Mockridge, Stahle and Mitchell (SHC MH7541). The western roof spire was removed at this time (SHC MH7541) and the slate-clad roofed porch may have been added to the north elevation and alterations made at the eastern end of the building.

Description Summary

Situated on a large site on the east side of Glenferrie Road, north of High Street, St George's Anglican Church Complex consists of three buildings – a church, vicarage and parish hall (former Sunday school).

Church

Key Features:

- Early English Gothic style
- Random coursed rubble bluestone walls with freestone dressings
- Steep slate-clad roofs
- Cruciform plan with nave and transepts
- Tall lancet windows
- Stepped bluestone buttresses with dressed cappings
- Elaborate fleche at transept crossing
- Gabled roof vents.

Vicarage

Key features:

- Asymmetrical two-storey form with single storey wings to the side and rear
- Brick walls (overpainted)
- Slate-clad gabled roofs

- Classical framed entrance porch with dentilled cornice
- Polygonal front bay windows with slate-clad hoods
- Large, tall chimneys; two with four stacks each
- Rectangular double-hung windows with subtle pointed heads.

Parish Hall (Former Sunday school)

Key features:

- Asymmetrical three-storey form with large single storey rear wing
- Red brick walls with contrasting cream brick and freestone facings
- Steep slate-clad gabled roofs
- Brick corbelling and buttressing
- Tall chimney with corbelled capping and cream brick diaper work
- Tall double-hung rectangular windows and single circular window in front gable



*Figure 4. North elevation of hall
(Source: GJM Heritage, July 2020)*

Intactness/Integrity

All buildings retain a high level of integrity. Key alterations include:

- Vicarage – overpainted brickwork
- Parish Hall (Former Sunday School) – spire removed, slate-clad verandah added to north side of hall and alterations to the eastern end in 1957.

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.

Illustrated Australian News for Home Readers.

Melbourne Metropolitan Board of Works (MMBW) Plan, Malvern, No 59, 1902 (SLV).

National Trust of Australia (Victoria), *Victorian Churches*, 1991.

Stonnington History Centre (SHC), Building plans and images as cited:

- MP102 History of St George's Church, undated
- MB1784 Proposed Memorial plan and elevations Klingender & Alsop 1921
- MB3310 Plan of Additions and Alterations to Parish Hall A & H Peck, 1925
- MH8720 Souvenir of the Jubilee of the opening of St George's Church, Malvern, 1919
- MH7541 P Denner & J Lewis, St George's Church of England, Glenferrie Road, Malvern (history submitted to School of Architecture & Building, University of Melbourne).

Telegraph, St Kilda, Prahran and South Yarra Guardian.

The Age.

The Argus.

The Herald.

The Prahran Telegraph.

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

Historic Images and Plans



Figure 5. Rear view of the church after completion of additions, 1888. (Source: SHC Image collection MP103)

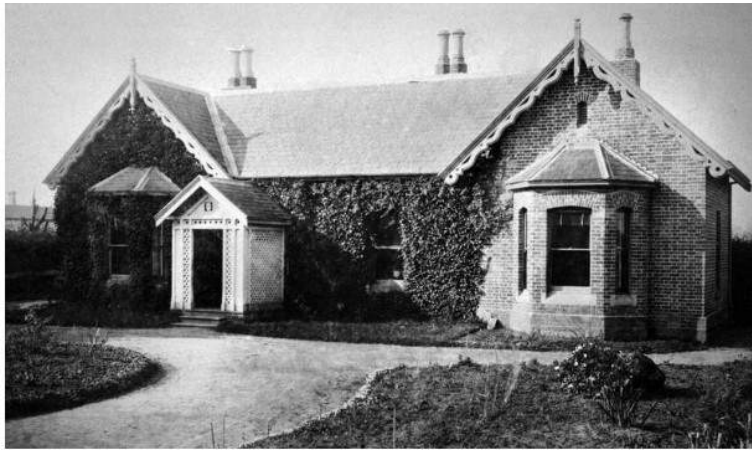


Figure 6. Original single storey vicarage, photo undated. (Source: SHC Image collection MP11124)



Figure 7. The enlarged vicarage, following the addition of a second storey, undated. (Source: SHC Image collection MP11124)

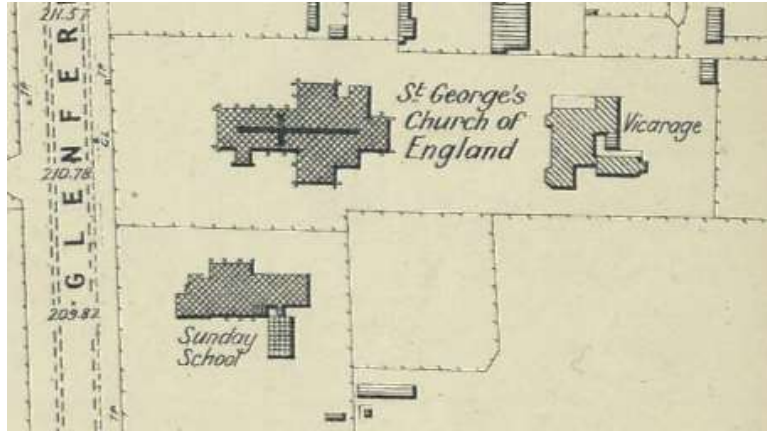


Figure 8. Detail of MMBW Plan, Malvern No 59, dated 1902, showing footprints of the buildings at the complex at this date. (Source: SLV)



Figure 9. View of the church from the Glenferrie Road frontage with vicarage at the rear and Sunday school to right, undated. (Source: SHC Image collection MP11121)



Figure 10. Sunday school building with spire to front tower and north façade without verandah. (Source: Prahran Telegraph, 27 Sept 1929, p 6)

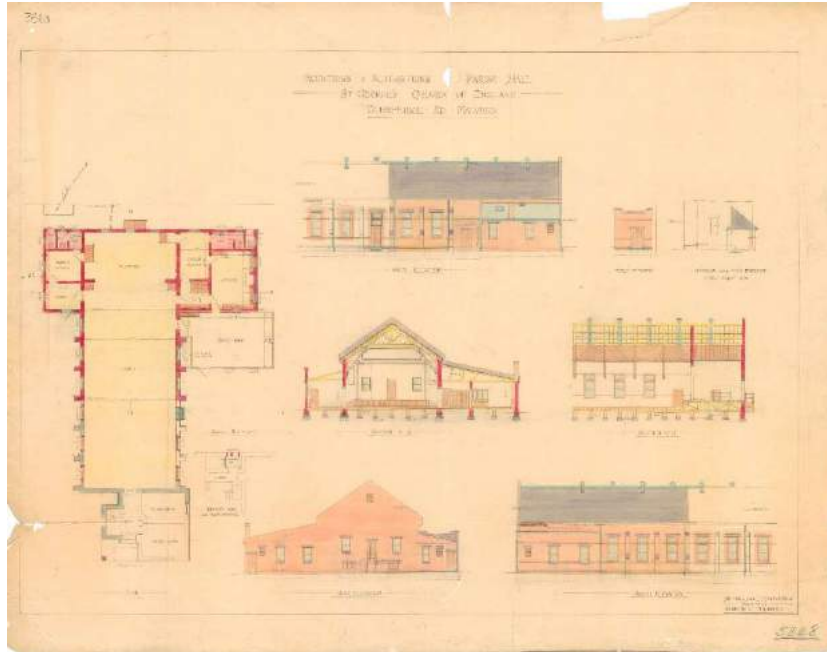


Figure 11. Plan of Additions and Alterations to Parish Hall A & H Peck, 1925 (Source: SHC MB3310)

St George's Anglican Church Complex, 292-296 Glenferrie Road, Malvern – Statement of Significance, June 2021

Heritage place: St George's Anglican Church Complex,
292-296 Glenferrie Road, Malvern

PS ref no.: HO43



Figures 1-3. (R-L, top to bottom) St George's Anglican Church, Vicarage and Parish Hall (GJM Heritage, July 2020)

What is significant?

The St George's Anglican Church Complex, 292-296 Glenferrie Road, Malvern, built from 1865 to 1925, comprising a church, vicarage, and parish hall (former Sunday school).

Elements that contribute to the significance of the place include (but are not limited to):

All Buildings

- The original external form, materials and detailing of the three buildings as well as their additions and alterations to 1925
- The high level of integrity to their 1925 presentation.

Church

- Early English Gothic style
- Random coursed rubble bluestone walls with freestone dressings

- Steep slate-clad roofs
- Cruciform plan with nave and transepts
- Tall lancet windows
- Stepped bluestone buttresses with dressed cappings
- Elaborate fleche at transept crossing
- Gabled roof vents.

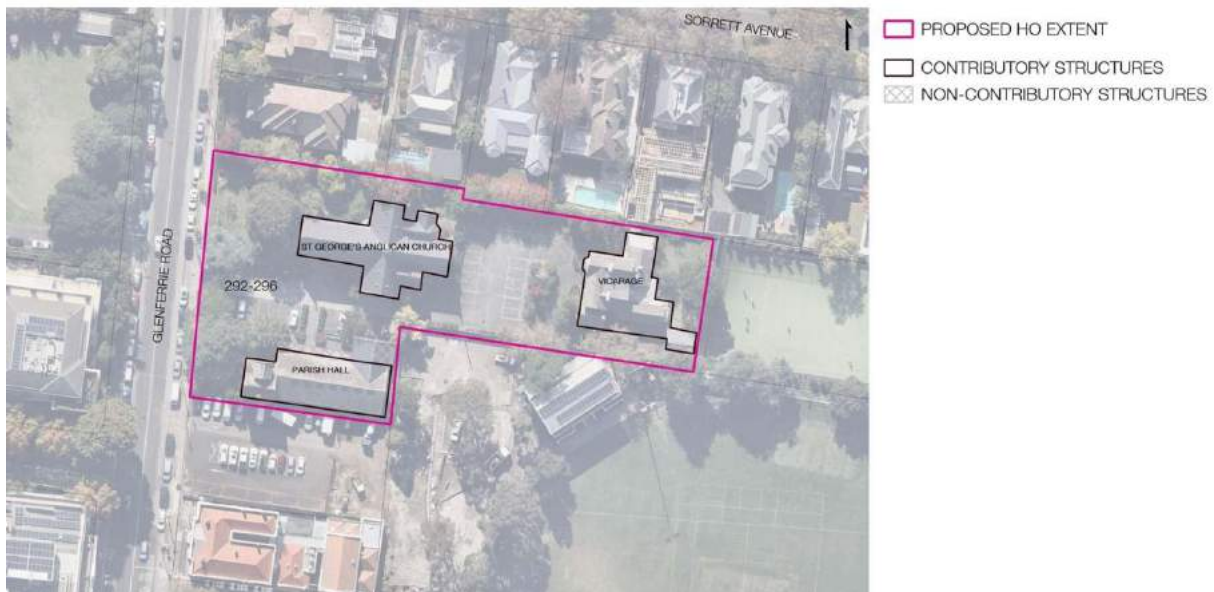
Vicarage

- Asymmetrical two-storey form with single storey wings to the side and rear
- Brick walls (overpainted)
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- Classical framed entrance porch with dentilled cornice
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Parish Hall

- Asymmetrical three-storey form with large single storey rear wing
- Red brick walls with contrasting cream brick and freestone facings
- Steep slate-clad gabled roofs
- Brick corbelling and buttressing
- Tall chimney with corbelled capping and cream brick diaper work
- Tall double-hung rectangular windows and single circular window in front gable.

Later alterations and additions are not significant. This includes the slate-clad verandah to the north side of the hall and alterations at the eastern end.



How is it significant?

St George's Anglican Church Complex is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

St George's Anglican Church Complex is a large and intact group of religious buildings, including a church, vicarage and parish hall (former Sunday School). These buildings clearly demonstrate the operations of the Anglican church in the municipality – and in suburban Melbourne more broadly – for over 150 years, from the latter half of the nineteenth century through to the twenty-first century (Criterion A).

St George's Anglican Church Complex is a fine and intact representative example of a religious complex in suburban Melbourne. It contains three substantial buildings from the Victorian period which have subsequently been subject to alterations into the early twentieth century to accommodate increased worshiper numbers. The bluestone church, with steep slate-clad roofs, tall lancet windows, stepped buttresses and elaborate fleche, is a fine example of the Victorian Gothic style (Criterion D).

St George's Anglican Church Complex is a well-considered and carefully detailed complex of church buildings. Set back from Glenferrie Road in a landscaped setting, the bluestone Gothic church, brick vicarage and red brick parish hall form a picturesque group of buildings (Criterion E).

Primary sources:

Malvern Heritage Review, GJM Heritage (June 2021)

BACKGROUND INFORMATION

Northbrook House & Stables, 1257 High Street, Malvern (HO59)



Figures 1 & 2. Northbrook House (above) and Stables (below), 1257 High Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House, stables (former)	Architect: Charles D’Ebro (house & possibly stables)
Construction Date: 1888-89 (house & possibly stables)	Builder: Not known

Historical Context Summary

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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).

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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).

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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

Auctioneer, real estate agent and land speculator, Donald Munro (son of former Premier of Victoria, James Munro), constructed Northbrook on 3 acres (1.2 ha) of land he acquired in High Street, Malvern in 1888, at the height of the land boom in Melbourne. Architect Charles D'Ebro designed the 10-roomed, single storey brick house, possibly as an investment as Munro never resided there. Munro became prominent in the 1880s land boom as a partner of WL Baillieu in a real estate business. Although hit hard by the subsequent Depression, Munro maintained a local real estate business in Armadale and served as a Malvern Shire Councillor for a number of years between 1890 and 1902.

Merchant Robert Sellar was the first of a number of tenant occupants following the construction of Northbrook House. Red brick stables to the north-west of the house are evident by 1895 (as per Figure 3), and may have been part of the original construction.

Financial difficulties forced the sale of the property in 1896 and maltster Michael J Daly purchased the 'handsome modern brick villa residence, with stabling, out offices etc on land having a frontage of 300 feet to High Street by a depth of 332 feet along Queen's Parade (current Northbrook Avenue)' (*Age*, 26 Aug 1896:4). Daly resided at Northbrook until his death in 1929 and a large detached ballroom was added to the north side of the house during his occupancy (post-1902). After his death, the estate was subdivided as the Northbrook Estate, with eight allotments in High Street and Northbrook Avenue offered for sale. On a reduced allotment

of 175 x 332 feet (53m x 101m), Northbrook was offered for sale with potential use as a guest house or entertainment establishment (*Age*, 9 Nov 1929:15).

Descendants of tea merchants, Edwards and Co. became the third owners of Northbrook in 1929 (Figure 6), and the house was tenanted from 1930 to 1944 (Rate Books) before being purchased by the City of Malvern in 1945 (Figure 7). The house continued to be let to tenants and the Malvern Municipal Band (currently the Stonnington City Brass) leased the stables. Elaborate cast iron verandahs were removed from the house by the Council soon after purchase. In 1956 additions were made to the east and west elevations of the ballroom in its conversion to a temporary library, before construction of a new library in 1958 to the south of Northbrook fronting High Street, to designs by Steward Handasyde. Renovations were made to the house in 1982 for its conversion to an arts and cultural centre and further refurbishment was undertaken in 1997 to house Council staff and the City of Stonnington Malvern archives – currently Stonnington History Centre. The Stonnington City Brass continue to lease the stables.

Description Summary

The following description includes detail contained within 'Northbrook, 1257 High Street, Malvern Conservation Management Plan', Allom Lovell & Associates, 2001.

Northbrook House at 1257 High Street, Malvern is situated to the north of the Malvern Library and to the east of the Malvern Cricket Ground. Associated brick stables are located to the north-west of the house.

Northbrook House is a single-storey brick Italianate villa, unusually planned about a central atrium with hipped clerestory roof. The house was originally approached from the south-east and this is reflected in the principal frontages to the south and east. The formal entrance to the south is asymmetrical and emphasised by a classically-detailed square portico with arched openings, rusticated piers and balustraded tower. In contrast, the east façade is symmetrical with two projecting square bays containing pairs of full-height windows flanking a central entrance. The latter was originally accessed by central steps which led to a wide verandah which returned on both the north and south sides (since removed).

The main north-south axis of the house leads from the front portico, with a lesser east-west axis leading from the former eastern verandah steps. The main axis clearly differentiates the primary and secondary spaces, with principal reception rooms located to the east of the main axis and bedrooms (south-west) and kitchen wing (north-west) to the west. The later face brick ballroom was added to the north of the building.

External walls are rendered with ruled ashlar finish and principal openings are surrounded by moulded architraves. Walls are topped by a frieze of paired modillions and garlands, and corners feature vermiculated quoining. The main house has a series of hipped roofs which are slate-clad where visible, and the ballroom has a galvanised steel-clad half-gabled and gambrelled roof form. Numerous tall chimneys are moulded and rendered with pedimented cappings.

The brick stables building is single storey and rectangular in plan with bay projection to the east at the north end. Roofs are galvanised steel clad and comprise two gable forms – a main north-south gable and a transverse gable across the north end. The south elevation has a distinctive half-gable with a pair of circular openings, a moulded string course below and decorative timber brackets above. Tall rendered brick chimneys display elaborate cornice mouldings and the chimney at the north-west corner contains a pair of octagonal stacks. Simple timber fretwork has been reinstated in the west end of the transverse gable and three semi-circular arched openings are positioned below. A number of ground floor openings have rendered keel arch heads. A loft at the north end of the building, with associated external hoist, may remain.



Former House

Key Features:

- Single storey Italianate house with principal elevations to the south and east and service areas to the west
- Rendered brick walls with decorative vermiculated quoining and frieze with paired modillions and garlands to south wing
- Slate-clad hipped, eaved roofs with east-facing U-shaped configuration and subsidiary hipped roof sections to the west
- Moulded architraves to windows
- Symmetrical east elevation with projecting square bays with floor-length, double hung windows
- Asymmetrical south elevation with square entrance portico with arched openings, rusticated piers and balustraded parapet
- Central raised sky light over central atrium
- Multiple moulded and rendered chimneys with pedimented cappings.

Ballroom

Key Features:

- Face red brick walls with stepped recesses forming panels and buttressed pilasters
- Corrugated galvanised steel-clad half-gabled roof.

Stables

Key Features:

- Single storey building with loft at the north end with external hoist
- Face red brick walls with angled plinth and cement render detailing
- Corrugated galvanised steel-clad gabled roof with half-gable to south end
- Rendered brick chimneys with elaborate cornice mouldings and a pair of octagonal stacks at north-west corner
- Rendered keel arch lintels and sills to openings
- Decorative timber brackets and vented circular openings to south gable end
- Timber fretwork and blind arcading to west gable end.

Integrity/Intactness

The buildings retain a high level of integrity. Key alterations include:

- Reduction in historic curtilage through later development
- Verandahs removed from the house
- Alterations and additions to the house to facilitate use as archive and cultural centre
- Removal of fleche and dormer ventilators from roof of stable building.



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.

Allom Lovell & Associates, *Northbrook, 1257 High Street, Malvern Conservation Management Plan*, 2001.

Landata Victoria (LV), Historical Aerial photograph, 1945.

Malvern Rate Books.

Melbourne Metropolitan Board of Works (MMBW) Plan No 1760, 1902.

Stonnington History Centre (SHC), Image and Malvern Collections.

The Age.

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

Historic Images and Plans

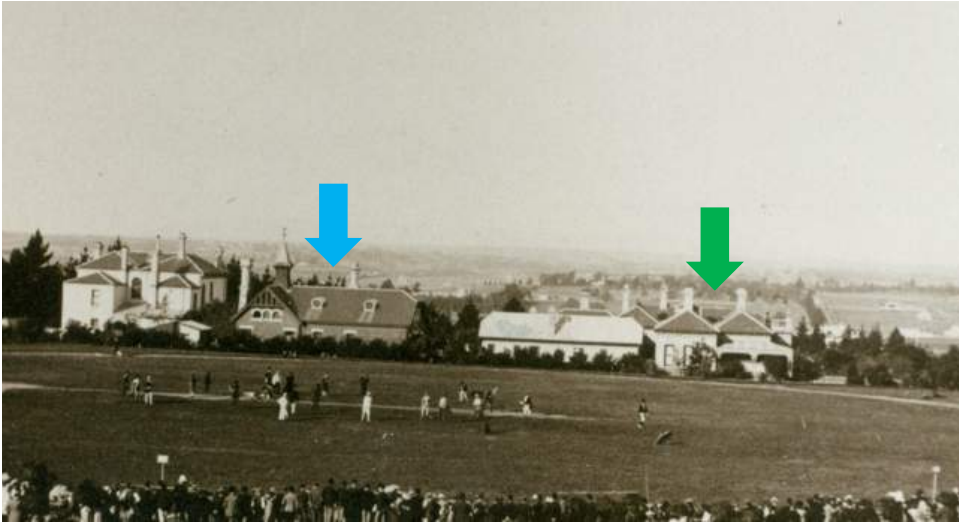


Figure 3. Photograph looking east from the Malvern Town Hall towards Northbrook, 1895. Northbrook house is indicated by the green arrow. The stables are indicated by the blue arrow. (Source: SHC MP5100)

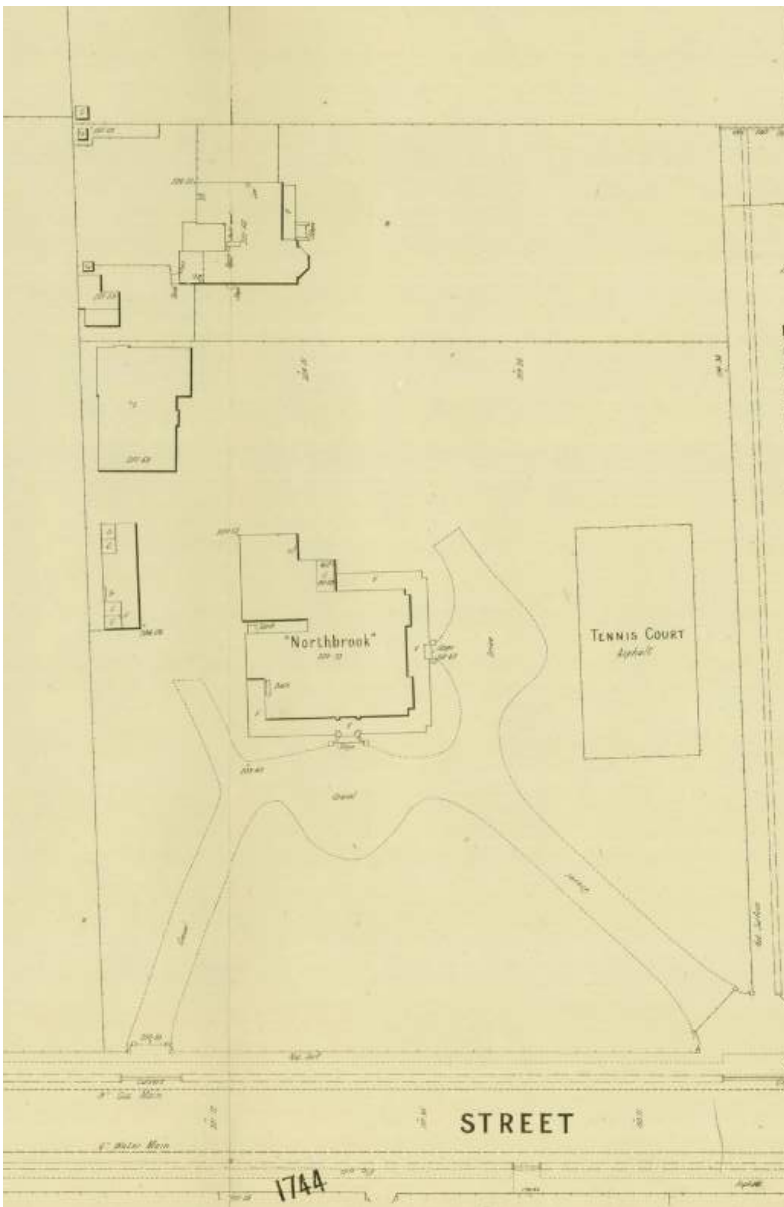
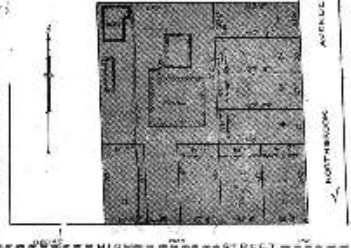


Figure 4. Detail of MMBW Plan No 1760, dated 1902 (Source: SLV)

Northbrook Estate MALVERN

The only Land Available in this Choice Locality.



THIS CERTIFICATE
SALES BY YARLES NEAL 439 Queen Street, Malvern.

DUNCAN & WELLER PTY. LTD.
23 Queen Street, City. 264 Glenferrie Rd, Malvern.
Burke Road, Camberwell. Opposite Station, Canterbury.

THURSDAY, NOVEMBER 21st, 1929
ON THE PROPERTY. AT THREE O'CLOCK.

8 UNRIVALLED HOME SITES 8

(201)

MAGNIFICENT VILLA RESIDENCE

Formerly owned and occupied by the late M. J. SMYTH

Situated 1224 HIGH STREET, corner NORTHBROOK AVENUE, adjoining the Malvern Cricket Ground and the Town Hall.

THE RESIDENCE consists of large rooms, with 10 bedrooms, two large baths, 2 bathrooms, kitchen, scullery, pantry, large cellar and full range, 44 x 13.

NOTE: ALIGNMENT 125 feet to HIGH STREET by an easement (width of 132 feet (Gable, the Gable Ground) boundary) and 100 feet to Northbrook Avenue. Very substantial brick building and site suitable for motor transport etc.

THE PREMISES is generally well fitted for a Tourist Guest House or restaurant establishment, having good view, working water, large bathroom etc. The building could be converted into flats or being a care. The position being most exceptional from the above perspective obtained as a result of the City Council of Malvern.

THE TERMS ARE EASY.

For Land—One-Quarter Deposit, one-quarter in 2 years, and balance, 5 years.
INTEREST, @ 5% PER ANNUM.

For Residence—One-Quarter Cash, balance 5 years.
INTEREST, @ 5% PER ANNUM.

Figure 5. Advertising brochure for Northbrook Estate, Malvern, 1929. (Source: SHC MH978)



Figure 6. View of the east elevation of Northbrook, 1929 (Source: SHC MP358)





Figure 7. Detail of aerial photograph showing Northbrook, 1945. (Source: Landata)

Northbrook House & Stables, 1257 High Street, Malvern – Statement of Significance, June 2021

Heritage place: Northbrook House & Stables, 1257 High Street, Malvern

PS ref no.: HO59



Figures 1-2. Northbrook House and Stables, 1257 High Street, Malvern (GJM Heritage, July 2020)

What is significant?

Northbrook House & Stables, 1257 High Street, Malvern, a Victorian Italianate house built in 1888-89 to a design by architect Charles D’Ebro and associated early red brick stables.

Elements that contribute to the significance of the place include (but are not limited to):

All Buildings

- The original external form, materials and detailing of the two buildings (including the ballroom wing to the house)
- The high level of integrity to their original design.

Former House

- Single storey Italianate house with principal elevations to the south and east and service areas to the west
- Rendered brick walls with decorative vermiculated quoining and frieze with paired modillions and garlands to south wing
- Slate-clad hipped, eaved roofs with east-facing U-shaped configuration and subsidiary hipped roof sections to the west
- Moulded architraves to windows
- Symmetrical east elevation with projecting square bays with floor-length, double hung windows
- Asymmetrical south elevation with square entrance portico with arched openings, rusticated piers and balustraded parapet
- Central raised sky light over central atrium
- Multiple moulded and rendered chimneys with pedimented cappings.

Ballroom Wing

- Face red brick walls with stepped recesses forming panels and buttressed pilasters
- Corrugated galvanised steel-clad half-gabled roof.

Stables

- Single storey building with loft at the north end with external hoist

- Face red brick walls with angled plinth and cement render detailing
- Corrugated galvanised steel-clad gabled roof with half-gable to south end
- Rendered brick chimneys with elaborate cornice mouldings and a pair of octagonal stacks at north-west corner
- Rendered keel arch lintels and sills to openings
- Decorative timber brackets and vented circular openings to south gable end
- Timber fretwork and blind arcading to west gable end.

Later alterations and additions are not significant.



How is it significant?

Northbrook House & Stables is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Northbrook House & Stables has strong associations with the establishment of large estates in the municipality by wealthy businessmen during the land boom of the 1880s. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Northbrook is a fine and highly intact representative example of a large 1880s Victorian house with associated stables building. The single storey house displays typical characteristics of grand Victorian residential architecture, including a symmetrical principal façade with projecting bays, slate-clad hipped roof, rendered brick walls with decorative quoining and frieze, moulded window architraves, front entrance portico with classical detailing, multiple rendered chimneys and central raised skylight. Located to the north of the house, the red brick stables building is of simple gable-roofed form with loft and external hoist (Criterion D).

Northbrook is a well-considered and carefully detailed example of an 1880s Italianate house with associated stables. Together these buildings present a picturesque composition with the rendered brick house, including slate-clad hipped roofs and decorative classical detailing, contrasting with the nearby red brick stables building, with simple but distinctive detailing (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

BACKGROUND INFORMATION

Primary School No 1604, 2B Spring Road, Malvern (HO97)



Figure 1. Primary School No 1604 – 2B Spring Road, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: School	Architect: Not known
Construction Date: 1875-1924	Builder: C Campbell (1889-90), John Burs (1907-08), S R Bolger (1923-24)

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 Wattle Tree 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

Two acres of land reserved in Spring Road, north of High Street, were excised for State school purposes in 1873 (Cooper 1935:180) and the first State school to be built in Malvern – Primary School No 1604 – was opened in July 1875. The two-roomed brick building, with slate-clad roof, was built to accommodate 300 pupils with provision for additional classrooms to cater for the rapidly increasing population in the area (*Age*, 2 July 1875:3).

A distinctive two-classroom wing, with prominent spired tower, was added to the north side of the building in 1889-90 (Figures 4-5) (Wiencke 1975:10; SHC) at a similar time to the opening of the Malvern Public Gardens on the surrounding reserved land (*Argus*, 13 Dec 1890:11). An additional three classrooms and cloakroom were added further to the north in 1907-08 (Wiencke 1975:15) and seven rooms and a teachers’ room were added around the existing buildings in 1923-24 (*Herald*, 12 Dec 1924:3). Two classrooms were added to the south-west corner of the school building in 1969 (Wiencke 1975:28) and additional buildings have been constructed at the site since this time.

In 2020 the school is called Malvern Central School, Spring Road Campus.



Description Summary

Primary School No 1604 is situated on the east side of Spring Road, north of High Street, with the Malvern Public Gardens forming boundaries to the south and east. The main school building is located close to the western frontage of the property, towards the southern end of the site.

Whole site

Key Features:

- Complex asymmetrical massing due to staged construction phases
- Gabled and hipped roofs
- Multi-paned windows.

1875-1908 buildings

Key Features:

- Polychromatic brick walls
- Bluestone base
- Arch-headed windows including segmental arches and semicircular arches with pointed arch voussoirs
- Jettied timber framing to gable ends
- Prominent buttressed tower with Gothic detailing, school name plate and steep slate-clad spire.

1923-1924 buildings

Key Features:

- Red brick walls on brick base
- Rectangular windows
- Half-timbered gable ends.



Figure 2. 1875-1908 buildings fronting Spring Road



Figure 3. 1875-1908 buildings (detail)

Intactness/Integrity

The fabric and detail of the 1875, 1889-90, 1907-08 and 1923-24 buildings is highly intact, although the original slate roofs have been re-clad in tiles. Each phase of development has partially obscured earlier building forms however these appear to remain largely intact.

The school building retains a high level 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.

Landata Victoria, historical aerial photograph, 1963.

Melbourne Metropolitan Board of Works (MMBW) Plan No 59, Malvern, 1902 (SLV).

Stonnington History Centre (SHC) Image Collection, as cited.

The Age.

The Argus.

The Herald.

Wiencke, S A, *Malvern and the Spring Road School, a short history*, 1975.

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

Historic Images and Plans



Figure 4. Photo dated 1890, with a view of the school from the north showing the first additions, including the tower, made to the building in 1889-90 in the foreground. Further additions were made to the north end in 1907-08. (Source: SHC Image collection MP2622)

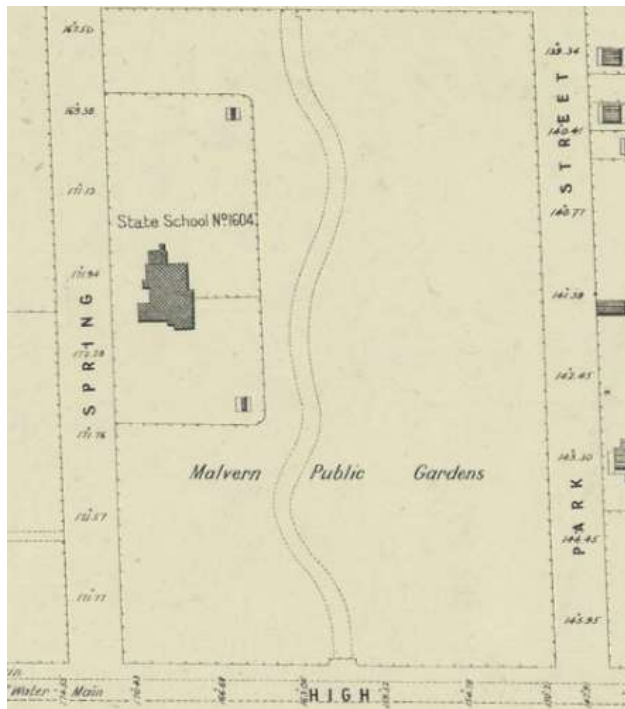


Figure 5. Extent of the school in 1902, as evident on MMBW Plan No 59, Malvern, dated 1902 (Source: SLV)

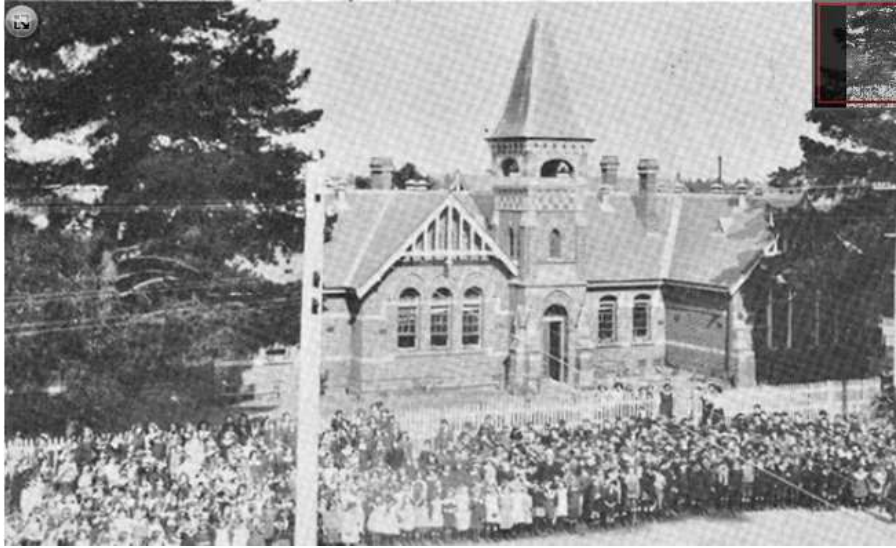


Figure 6. Undated image of the school (Source: SHC Image collection MP61622)

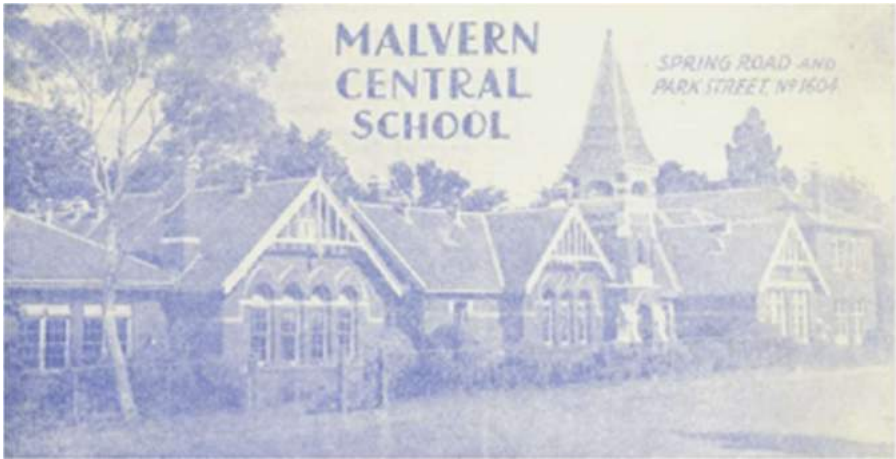


Figure 7. The school buildings, 1952 (Source: SHC Image collection MP61606)



Figure 8. Detail of aerial view of site, 1963 (Source: Landata December 1963)

Primary School No 1604, 2B Spring Road, Malvern – Statement of Significance, June 2021

Heritage place: Primary School No 1604, 2B Spring Road, Malvern

PS ref no.: HO97



Figure 1. Primary School No. 1604 (GJM Heritage, July 2020)

What is significant?

Primary School No 1604, Spring Road, Malvern, comprising elements built from 1875 to 1924.

Elements that contribute to the significance of the place include (but are not limited to):

Whole Site

- The external form, materials and detailing of the buildings constructed from 1875 to 1924
- The high level of integrity to the original design of these components.
- Complex asymmetrical massing due to staged construction phases
- Gabled and hipped roofs
- Multi-paned windows.

1875-1908 Buildings

- Polychromatic brick walls
- Bluestone base
- Arch-headed windows including segmental arches and semicircular arches with pointed arch voussoirs
- Jettied timber framing to gable ends
- Prominent buttressed tower with Gothic detailing, school name plate and steep slate-clad spire.

1923-1924 Buildings

- Red brick walls on brick base
- Rectangular windows
- Half-timbered gable ends.

Later alterations and additions are not significant. This includes the red brick building at the south-west corner of the main building, additions to the north east corner of the main building and two individual buildings at the south end of the school property.



How is it significant?

Primary School No 1604 is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Primary School No 1604 was the first State school constructed in Malvern and the building was progressively enlarged after its establishment in 1875 in response to the rapidly increasing numbers of children in the suburb. The school, comprising the small original building and the series of additions constructed in stages to 1924, clearly demonstrates the rapid population increase in Malvern from the late nineteenth century to the early twentieth century. The educational facility has strong and long-term associations with the local community in Stonnington (Criterion A).

Primary School No 1604 is a fine and highly intact representative example of a late nineteenth/early twentieth century school in suburban Melbourne. It displays typical characteristics of this place type including polychromatic and red brickwork, gabled roofs with half-timbered gable ends, multi-paned windows, arch-headed windows with pointed arch voussoirs and prominent tower with slate-clad spire (Criterion D).

Primary School No 1604 is the result of a series of additions made to the original 1875 building in the late nineteenth and early twentieth century. The resulting building complex, with strong asymmetrical composition, a picturesque roofline of gables, hips and tower with spire, polychromatic brickwork, Gothic detailing and half-timbered gable ends, presents a picturesque composition of late Victorian and Federation architectural styles (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

BACKGROUND INFORMATION

St Joseph's Church Complex, 41-55 Stanhope Street, Malvern (HO102)



Figures 1-4. (R-L, top to bottom) St Joseph's Church, Presbytery, Parish Hall and School (GJM Heritage, July 2020).

DATE: June 2021

Place type: Church complex	Architects: George McMullen (parish church/original church); Augustus A Fritsch (presbytery & church); Bart Moriarty (1917 school building); Robert Harper (1941 school building)
Construction Date: 1889-1941	Builder: Clements Langford (presbytery); Swanson Bros (1908 church); Robert Harper (1941 school building)

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 Catholic Church did not have a presence in Malvern until 1889 when a site in Stanhope Street was purchased and the foundation stone laid for St Joseph’s Church, a Gothic-style brick building designed by local architect George McMullen (currently serves as the parish hall) (*Prahran Telegraph*, 27 Nov 1889:2). It appears that a timber school building was constructed at the rear of this church at a similar time (*St Joseph’s Church History Group 2008:2*).

Following the creation of the Catholic Parish of Malvern in 1892, the Vincentian Fathers were given charge of the Malvern mission and built a substantial two-storey, 20-roomed presbytery to the west of the church in 1895 to designs by prolific Catholic church architect Augustus A Fritsch (*Prahran Telegraph*, 10 Aug 1895:3). This was reportedly his first commission for this denomination (Goat & Willis [ed] 2012:264). Outbuildings were added at the rear of the presbytery in 1921 and a two-storey section was added at the north-east corner of the presbytery in 1929, both to designs by architect Bart Moriarty (SHC MB4889 and MB1843). In the 1940s a low brick fence, with a pedestrian gate, was built along the front boundary of the presbytery.

Land to the west of the presbytery was purchased to enable construction of a larger church in 1908. Designed by Augustus A Fritsch in an unusual Romanesque style, this red brick church featured a bold entrance façade and was described as ‘one of the most handsome and best fitted churches in the southern suburbs’ (*Advocate*, 26 Sept 1908:20). The original 1889 church was subsequently converted for use as a parish hall.

A primary school building for girls replaced the original timber school building in 1917 (*Herald*, 23 Jan 1917:1). Architect Bart Moriarty designed this six-classroom brick school building with a billiard room, verandah and vestibule (SHC MB39) and undertook alterations to the parish hall at this time (SHC MB86). In 1941 the church purchased additional land to the east to enable construction of an adjacent boys’ primary school (*The Age*, 31 Mar 1941:8). The opening of this school was attended by boys from 20 different Melbourne parishes. Architect and builder, Robert Harper, undertook this work as well as additions to the existing girls’ school and extensive work to the parish hall (*Advocate*, 3 April 1941:5).

Two buildings occupy the west end of the Church site – a heavily modified twentieth century house to the front and a later two-storey building to the rear.

Description Summary

Situated on an extensive site on the north side of Stanhope Street, east of Glenferrie Road, the St Joseph’s Church Complex contains five main building elements – a church, presbytery, parish hall (former church) and school buildings.

Church

Key Features:

- Romanesque style, sometimes referred to as ‘Blood and Bandage’ manner
- Red brick walls with (overpainted) cement render detail
- Slate-clad roof
- Detailed symmetrical front façade with central bay comprising a banded arched entrance, simple rose window, niche with statue of St Joseph and stepped parapet, and flanking dome-capped towers
- Stepped brick buttresses and corbels and circular windows.

Presbytery

Key Features:

- Large two-storey form with verandah and balcony on three sides and central protruding gabled entrance bay
- Cement rendered brick walls (overpainted) on bluestone base
- Hipped slate-clad roof
- Cast iron verandah posts, valences, brackets and balustrading
- Substantial cement rendered chimneys
- Pairs of tall rectangular double-hung windows set into an undecorated wall.

Parish Hall (former church)

Key Features:

- Simple Gothic style



- Red brick walls with (overpainted) freestone dressings
- Steep corrugated steel-clad gabled roof
- Central steep-roofed front porch with blind pointed arch and trefoil above
- Chamfered buttresses.

1917 School building

Key features:

- Simple rectangular, gabled and hipped forms
- Red brick walls
- Terracotta tile-clad roofs
- Large multi-paned double hung windows with top lights and subtle curved window heads.

1941 School building

Key features:

- Longitudinal hipped-roof form with parapeted gable ends to side bays of the front elevation
- Dark red brick walls
- Glazed tile-clad roof
- Stepped central pediment
- Brick detailing to front parapets and gable-ends
- Wrought iron 'St Josephs' sign on façade (Advocate, 3 Apr 1941:25).

Intactness/Integrity

The church and presbytery remain highly intact to their original period of construction. School buildings and the original church (now hall) have undergone some alteration, however they retain a high degree of integrity.

References

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

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St Joseph's Church History Group, *The Story of the Church of St Joseph's Malvern 1908-2008*, 2008.

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The Advocate.

The Age.

The Argus.

The Herald.

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



Historic Images and Plans

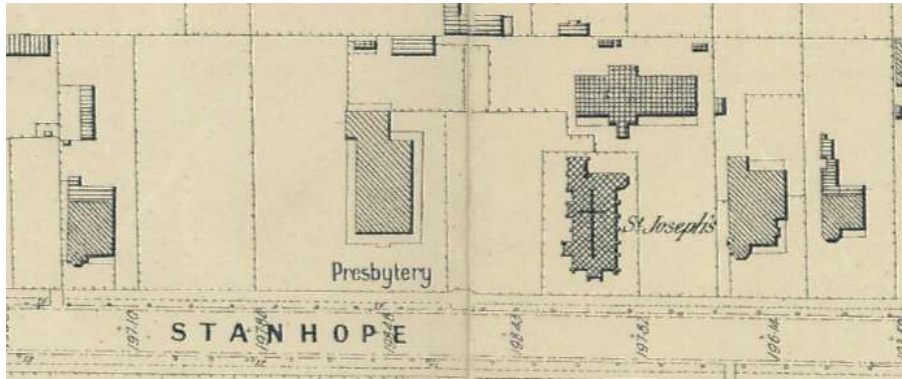


Figure 5. Detail of MMBW plan No 61, Malvern, dated 1901, showing site of St Joseph's Church Complex with the original church, presbytery and timber school building at the rear (Source: SLV)

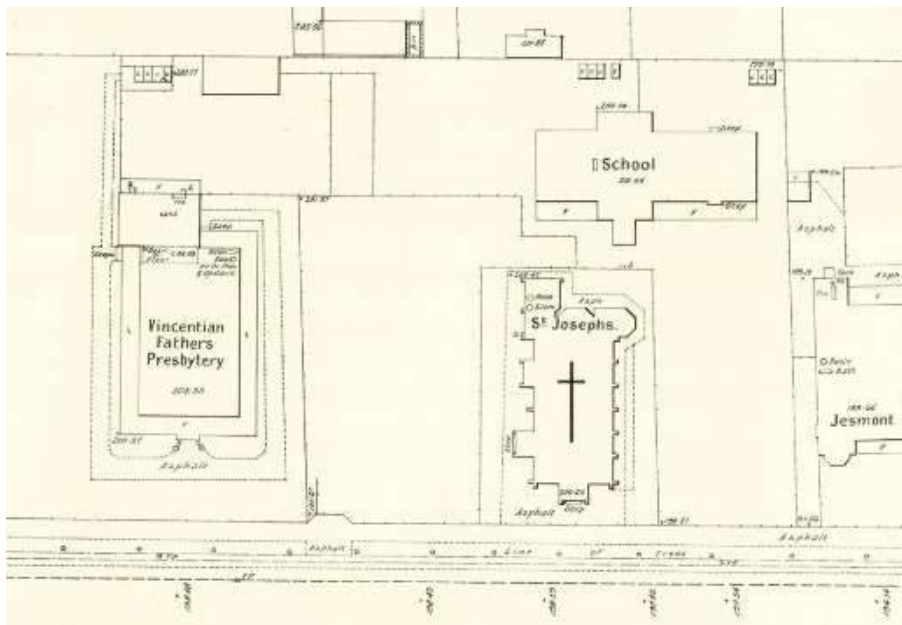


Figure 6. Detail of MMBW Plan, Malvern No 1744, dated 1902 (Source: SLV)



Figure 7. Aerial photograph dated 1945, showing extent of buildings on the site (Source: Landata)



Figure 8. Perspective drawing of 1908 church by architect A A Fritsch. (Source: Collection of architectural drawings, A A Fritsch architect, SLV)



Figure 9. Perspective painting of presbytery by the architect A A Fritsch. (Source: Collection of architectural drawings, A A Fritsch architect, SLV)



Figure 10. Photograph of St Joseph's Church, Malvern, 1910-20 (Source: SLV)





Figure 11. Photograph of St Joseph's Presbytery, Malvern, c1909-c1940 (Source: SLV)



Figure 12. View of church complex from the east, showing parish hall (former church) in the foreground, the presbytery and the church, c1918. Source: SHC Image collection MP1)

St Joseph’s Church Complex, 41-55 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: St Joseph’s Church Complex, 41-55 Stanhope Street, Malvern

PS ref no.: HO102



Figures 1-4. (R-L, top to bottom) St Joseph’s Church, Presbytery, Parish Hall and School (GJM Heritage, July 2020).

What is significant?

St Joseph’s Church Complex, 41-55 Stanhope Street, Malvern, built from 1889 to 1941, comprising the church, presbytery, parish hall (original church) and school buildings.

Elements that contribute to the significance of the place include (but are not limited to):

All Buildings

- The original external form, materials and detailing of the buildings
- The high level of integrity of the buildings to their original design.

Church

- Romanesque style, sometimes referred to as ‘Blood and Bandage’ manner
- Red brick walls with (overpainted) cement render detail

- Slate-clad roof
- Detailed symmetrical front façade with central bay comprising a banded arched entrance, simple rose window, niche with statue of St Joseph and stepped parapet, and flanking dome-capped towers
- Stepped brick buttresses and corbels and circular windows.

Presbytery

- Large two-storey form with verandah and balcony on three sides and central protruding gabled entrance bay
- Cement rendered brick walls (overpainted) on bluestone base
- Hipped slate-clad roof
- Cast iron verandah posts, valences, brackets and balustrading
- Substantial cement rendered chimneys
- Pairs of tall rectangular double-hung windows set into an undecorated wall.

Parish Hall (former Church)

- Simple Gothic style
- Red brick walls with (overpainted) freestone dressings
- Steep corrugated steel-clad gabled roof
- Central steep-roofed front porch with blind pointed arch and trefoil above
- Chamfered buttresses.

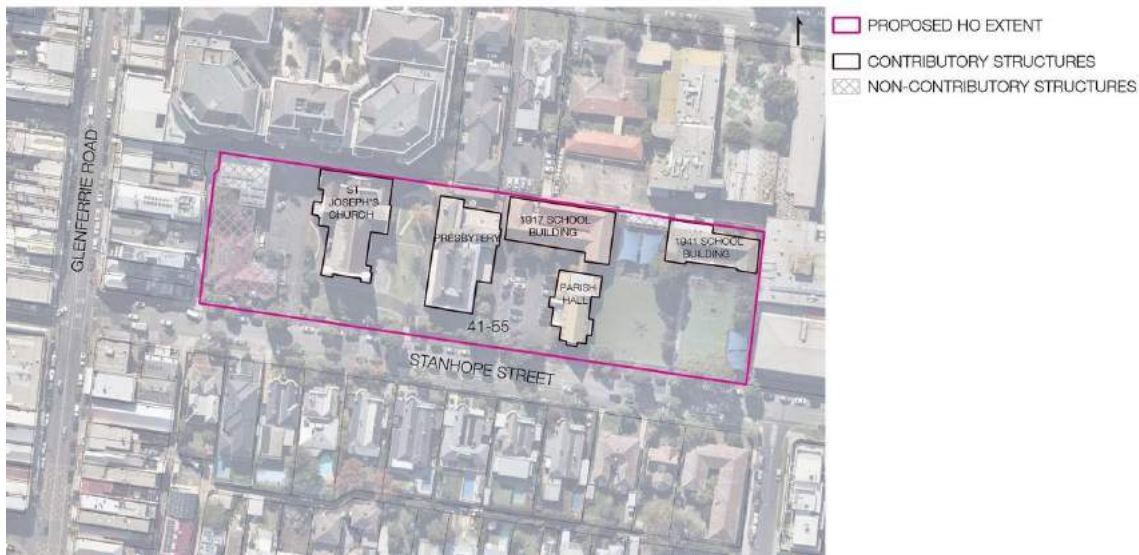
1917 School Building

- Simple rectangular, gabled and hipped forms
- Red brick walls
- Terracotta tile-clad roofs
- Large multi-paned double hung windows with top lights and subtle curved window heads.

1941 School Building

- Longitudinal hipped-roof form with parapeted gable ends to side bays of the front elevation
- Dark red brick walls
- Glazed tile-clad roof
- Stepped central pediment
- Brick detailing to front parapets and gable-ends
- Wrought iron 'St Josephs' sign on façade.

Later alterations and additions are not significant. This includes the single-storey buildings to the west of the site, the different front fence treatments, and later additions to the school buildings.



How is it significant?

St Joseph's Church Complex is of local historical, representative (architectural), aesthetic and associative significance to the City of Stonnington.

Why is it significant?

St Joseph's Church Complex is a large and highly intact group of religious buildings, including a church, presbytery, parish hall (original church) and school. This group of religious and educational buildings clearly demonstrate the operations of the Catholic Church in the municipality – and in suburban Melbourne more broadly – from the late nineteenth century through to the twenty-first century (Criterion A).

St Joseph's Church Complex is a fine and highly intact example of a religious complex in suburban Melbourne. It contains buildings from the Victorian, Federation and Interwar periods which display typical characteristics of a range of architectural styles, including the Victorian Gothic style (Parish hall/original church) and Victorian Italianate style (presbytery) of the late nineteenth century, the Federation Romanesque style (church), and Interwar Stripped Classical style (school buildings) of the early to mid-twentieth century. The church is a fine example of the Romanesque style of Catholic church building prevalent in the 1900-1920 period and is a well-resolved example of the early work of A A Fritsch for the Catholic Church (Criterion D).

St Joseph's Church Complex is a well-considered and carefully detailed complex of church buildings. The red brick Romanesque church, with richly composed front façade, is a prominent local landmark (Criterion E).

St Joseph's Church Complex has direct associations with the prolific Catholic architect, Augustus A Fritsch, who designed the presbytery and 1908 church. The presbytery reportedly marked the beginning of a long association he had with the Catholic Church in Victoria (Criterion H).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

BACKGROUND INFORMATION

Glendearg, 196 Wattletree Road, Malvern (HO116)



Figure 1. 196 Wattletree Road, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House (associated with Wattle Tree Hotel)	Architect: Not known
Construction Date: c1850s	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

Sources suggest that the building at the subject site served as the Wattle Tree Hotel. However, evidence doesn't confirm whether the residential-scale building at 196 Wattletree Road served as the hotel or was just associated with the Wattle Tree Hotel. Various references to the Wattletree Hotel in the 1920s indicate that the hotel building itself had been demolished many years earlier (*Australasian*, 2 Aug 1924:17 & *Chronicle (Adelaide)*, 17 Feb 1923:20).

196 Wattletree Road, Malvern, forms part of Crown Portion 62 (Township of Gardiner, Parish of Prahran), a ten acre allotment originally purchased by Robert Soden in 1854 (Figure 3) (McLaren 1987:10). In April 1855 the property was sold to Daniel Campbell and Henry Creswick (Certificate of Title).

In 1856 D Campbell & Co was rated for two houses on Crown Portion 62. The first house was described in the rate books as an eight-roomed weatherboard house 'with stables etc, known as the Wattle Tree Hotel' on 10 acres of cultivated land (Net Annual Value of £100), occupied by Thomas Griffiths. The second house was described as a six-roomed weatherboard house (NAV £80).

The 1858-59 rate books indicate that Crown Portion 62 was now owned and occupied by Thomas Griffiths. The property was described with a 10-roomed weatherboard house with 'stables etc, known as the Wattle Tree Hotel', and a 7-roomed weatherboard house (with a combined total NAV £200) (Malvern Rate Books).

During this period, the Wattle Tree Hotel was the principal venue for local meetings, including a well-attended meeting for the election of members for the newly created Gardiner District Road Board (*Argus*, 11 Nov 1856:5) as well as the Wattle Tree Annual Races and pigeon shooting (*Argus*, 5 Feb 1856:8).

An advertisement published in the *Argus* in December 1858 indicates that the Wattle Tree Hotel was offered for sale, 'containing 13 apartments' with cellars¹ and various outbuildings, 'situated on the middle Dandenong-road'. It also noted that 'with the above hotel, there is a Private Residence, containing seven apartments, with 10 acres of fine rich cultivated land, mostly under crop...'. Thomas Griffiths was named as the person on the premises able to provide particulars for those interested (*Argus*, 10 Dec 1858:8).

The 1859-60 rate books recorded Philip Weis as the owner and occupier of the weatherboard house (described as the 'Wattletree Hotel') on Lot 62 (NAV £200) (Malvern Rate Books, 1859-60).

John Heywood was the second licensee of the Wattle Tree Hotel and during his ownership racehorses were stabled and trained on the property (Raworth 2000:2; *Argus*, 22 Jul 1863:5; *Age*, 26 Aug 1936:14). Horse racing (*Herald*, 26 Jan 1865:2) and pigeon shooting (*Bell's Life in Vic & Sporting Chronicle*, 25 Feb 1865:1) continued as annual events at the property. Heywood was declared insolvent in 1862 (*Argus*, 29 Apr 1862:7)

The Wattle Tree Hotel ceased operation as a hotel c1866 (Raworth 2000:2), however the place was again advertised for sale in 1868. At this time the 10-acre allotment was described as 'situated in the Wattle Tree Road, Gardiner, being house of about eight rooms, lately known as the Wattle Tree Hotel, stabling, seven loose boxes etc, with 10 acres of land' and was subdivided into 6 allotments: 'Lot 1 – the homestead, with whole of the buildings, stables, loose boxes etc and about one acre of land; Lots 2-5 – all with 125 ft frontages to Wattle Tree Road by 330 ft deep; and Lot 6 – a noble paddock of 4 acres 3 roods...'. (*Argus*, 29 Aug 1868:3). In 1869 it was again offered for sale as 'all that 10 acres of land ... being portion 62, parish of Prahran, at Gardiner, on which is erected 2 three-roomed cottages etc, formerly known as the Wattle Tree Hotel' (*Age*, 28 Aug 1869:4).

The original 10-acre allotment was subdivided in 1873 (Raworth 2000). In 1890, Thomas Thompson occupied the subject site, and re-named it Glendearg (History of Wattle Tree Hotel, unpublished research notes at SHC, cited in Raworth 2000:2).

In 1888 the adjoining property to the west, J C Christy's allotment 60, was subdivided and 185 allotments in the Malvern Station Estate were offered for sale (Figure 4) (*Melbourne Punch*, 25 Oct 1888:11). The north-south boundary between Crown Portions 60 and 62 became Glendearg Grove, with the subject place included in the sale as allotment 175. Advertising material for the sale showed the house at the subject site as one of only two buildings existing in the newly-formed estate (Malvern Station Estate sale notice, 1888).

Plans dating to 1901 and 1908 show the extent of the building in the early twentieth century, then addressed as 106 Wattletree Road (Figures 4 and 5).

Description Summary

The following description includes detail contained within 'City of Malvern Heritage Study', Lewis & Aitken, 1992.

The house at 196 Wattletree Road, Malvern is situated on the south side of Wattletree Road, at the corner of Glendearg Grove. Located close to both street boundaries, the house addresses Wattletree Road and both elevations are visible behind a modern picket fence.

¹ Note that MMBW Plan 1718, dated 1908, does not annotate a cellar at the house at the subject site – see Figure 6.

The main attributes of the place are the gabled roof building form, the layout of the two wings, the simple detailing and decoration of the verandah, and simple fenestration including two projecting bay windows to the east.

A mature oak tree (*Quercus sp.*) to the north of the house, within the Wattletree Road setback, contributes to the historic setting of the property.

Key Features:

- Single storey early Victorian timber house
- Corrugated steel roof with two main transverse gables and a smaller central gable
- Broad return verandah to the north and part of the east elevations with concave profile, timber posts and simple timber fretwork
- Two large corbelled brick chimneys placed at the centre of each main gable
- Double-hung windows, some with multi-paned sashes, with simple moulded timber architraves
- Polygonal bay windows to east elevation.

Intactness/Integrity

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



Figure 2. Western elevation to Glendearg Grove (GJM Heritage, July 2020).

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.

Certificate of Title, cited in Lewis 1992.

Laceworks Landscape Collaborative, *Malvern Urban Character Study*, 1988.

Malvern Rate Books, Gardiner District.

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

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

Notice of Sale, Malvern Station Estate, 1888.

Raworth, B., *Claremont Avenue Precinct Citation*, 2000.

Stonnington History Centre (SHC), History of Wattle Tree Hotel, unpublished research note
The Australasian.

The Argus.

Melbourne Punch.

Historic Images and Plans

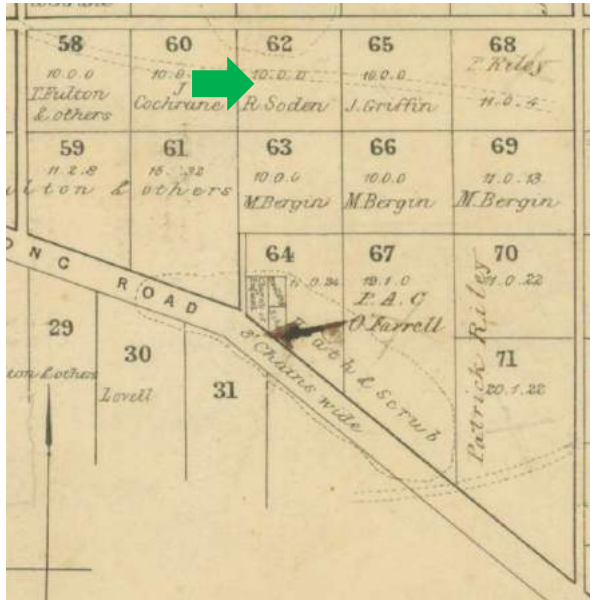
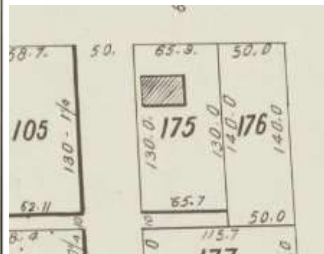


Figure 3. Crown Allotment 62, for which R Soden received the Crown Grant – indicated by the green arrow (Source: Plan of Suburban Allotments at Gardiner, Parish of Prahran, County of Bourke).



Figure 4. Sale Notice for Malvern Station Estate, 1888. The detail shows a footprint of a building at the subject site, addressed as allotment 175 of the subdivision (Source: SLV)



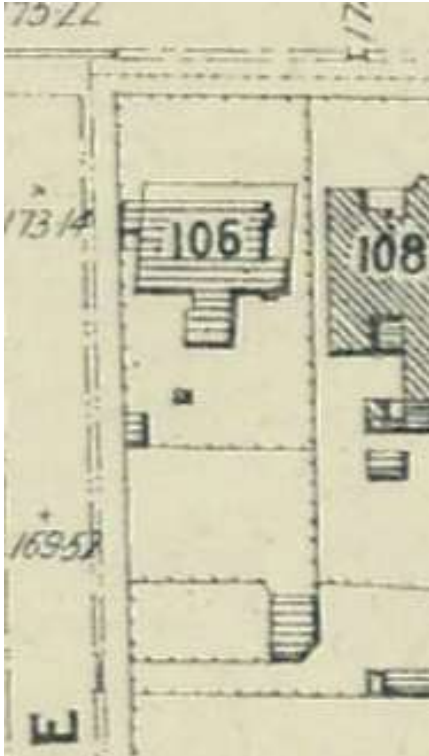


Figure 5. Detail of MMBW Plan No 61, dated 1901. The subject site was addressed as 106 Wattletree Road. (Source: SLV)

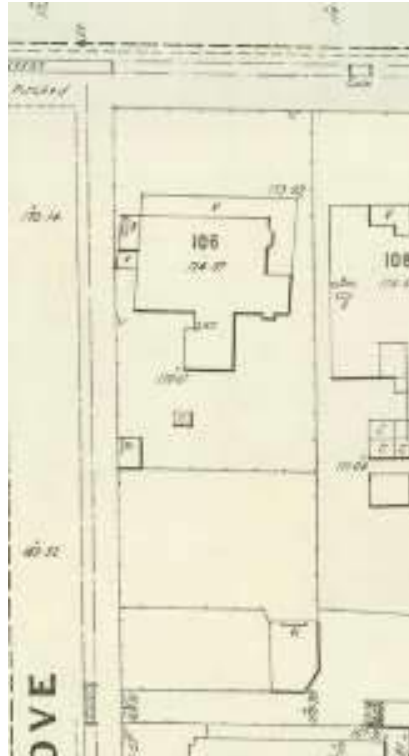


Figure 6. Detail of MMBW Plan No 1718, dated 1908. The subject site was addressed as 106 Wattletree Road. (Source: SLV)

Glendearg, 196 Wattletree Road, Malvern – Statement of Significance, June 2021

Heritage place: Glendearg, 196 Wattletree Road, Malvern	PS ref no.: HO116
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Figure 1. 196 Wattletree Road, Malvern (GJM Heritage, July 2020)

What is significant?

Glendearg, 196 Wattletree Road, Malvern, built by 1855.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The house’s high level of integrity to its original design
- Single-storey early Victorian form
- Corrugated steel roof with two main transverse gables and a smaller central gable
- Broad return verandah to the north and part of the east elevations with concave profile, timber posts and simple timber fretwork
- Two large corbelled brick chimneys placed at the centre of each main gable
- Double-hung windows, some with multi-paned sashes, with simple moulded timber architraves
- Polygonal bay windows to east elevation
- The mature oak tree (*Quercus sp.*) to the north of the house within the Wattletree Road setback.

Later alterations and additions are not significant. This includes two small additions to the rear (south) of the house.

How is it significant?

Glendearg is of local historical significance to the City of Stonnington. It has local rarity value as a house from the 1850s.

Why is it significant?

Glendearg is of historical significance as one of the earliest surviving houses built in the municipality and for its associations with one of the first hotels established in Malvern (The Wattletree Hotel). Constructed in the 1850s, this house has strong associations with the early development of Malvern and illustrates this important phase in the City of Stonnington (Criterion A).

Glendearg is one of few houses in the municipality remaining from the 1850s. Built by 1855, the timber house displays features of the early Victorian housing in Malvern and across Melbourne more broadly, including a simple gable-roofed form with return verandah, double-hung windows with moulded timber architraves and prominent corbelled brick chimneys. The mature oak tree contributes to the historic setting of the property (Criterion B).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Former Player House, 333 Glenferrie Road, Malvern (HO262)



Figure 1. 333 Glenferrie Road, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Arthur and Hugh Peck
Construction Date: 1918-19	Builder: Unknown

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 Former Player House was constructed in Glenferrie Road in 1918-19 (SHC MB592) on land purchased by Alfred Sikes in 1854 as Crown Portion 21 in the Township of Gardiner, Parish of Prahran. Henry N Woolaston purchased this land in 1874 and constructed a house at the rear of the northern portion of the large site. In 1881 he subdivided the land and sold the southern portion (Statham 2011).

A later owner further subdivided the northern allotment, creating the Trescott Estate, with seven building sites offered for sale in October 1906 (including the subject site) (Auction Notice for Trescott Estate, 1906). The three properties fronting Glenferrie Road were purchased by Bowes Kelly and the two northern allotments were purchased by James Evans in 1911, which were then on-sold to Dr Charles Player in 1915 (Statham 2011).

Architects Arthur and Hugh Peck designed a 12-roomed brick house for Player (Figure 2, SHC MB592) which was built on the northern allotment at 333 Glenferrie Road in 1918-19. A tennis court was constructed across the rear of the property (evident in aerial photographs by c1925-c1935, see Figure 3) and a garage was built at the south-west corner of the house (it is unclear whether the garage is evident in Figure 3, it is clear in an aerial photograph dated 1945, see Figure 4). Both remain in 2021. The front of the adjacent allotment to the south was subdivided and sold as a smaller site and a house built simultaneously in 1918 (Lewis 1992:157).

Major (Dr) Charles Player formerly practiced at 'Llaneast', on the northern corner of Llaneast Street and Glenferrie Road, Malvern, in which he also resided. Player subsequently worked in the Children's Department of the Alfred Hospital, later becoming a special magistrate of the Children's Court. He was a local Justice of the Peace (Statham 2011).

The Player family lived in this house until 1939 when it was sold to Dr William Denehy (Statham 2011). The property has continued to change ownership since that time.

Description Summary

The following description includes detail contained within '333 Glenferrie Road, Malvern Heritage Assessment' by John Statham (March 2011).

The Former Player House is set on a large L-shaped property on the west side of Glenferrie Road, between Malvern Road and High Street. A tennis court at the rear of the property extends across land to the rear of neighbouring 331 Glenferrie Road.

The Former Player House is a substantial attic-storey dwelling with rendered walls and massive intersecting gabled roofs clad with Marseilles pattern unglazed terracotta tiles. The chimneys are of a simple tapered design. One chimney, to the south, incorporates a corbel extending beyond the wall line. The gable end to the street has a sleep-out balcony with a distinctive terracotta shingled balustrade of a bell-cast profile. More terracotta shingles are set into the apex of the gable to serve as an awning. This and the large archways to the two front verandahs are significant features, along with the projecting bowed and boxed window bays on the north (living room) and east (drawing room) sides.

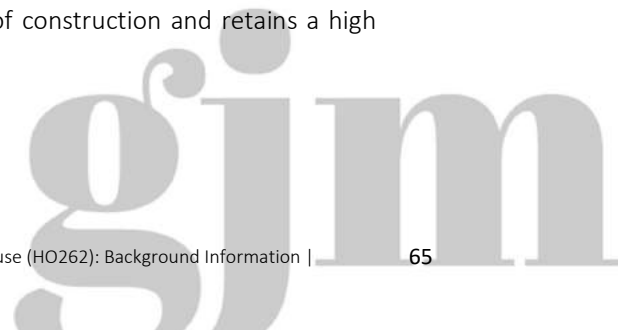
The façade has been rendered in recent decades to produce a textured finish in place of the original face brickwork. This has impacted on the original architects' intent with respect to the presentation of the building to the street. Other changes to the principal elevation include new quarry tiles to the porch and glazing of the 'sleeping out' balcony to the northern elevation.

Key Features:

- Late Federation Bungalow/attic-style house
- Simple overall massing with large street-facing gable
- Broad roof planes of steeply pitched gabled forms with dominant bell-cast roof to the front elevation and hipped roofs at the rear
- Unglazed terracotta tile-clad roofs
- Asymmetrical front elevation with prominent central gable bay composed of asymmetrically placed elements flanked by deep side verandahs
- Deep front balcony with bell cast terracotta shingled balustrade and terracotta shingled gable apex
- Large unadorned verandah archways
- Projecting bowed and boxed window bays
- Simple tapered chimneys
- Gable-roofed garage clad with unglazed terracotta tiles at south-west corner of house
- Rear tennis court.

Intactness/Integrity

Despite some alterations, the house remains largely intact to its period of construction and retains a high degree of integrity.



References

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

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G Butler & Associates, *Citation for 333 Glenferrie Road*, Malvern, 2003.

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

Historic Images and Plans



Figure 2. Proposed residence Glenferrie Road for Player, A & H Peck 1918 (Source: SHC MB592)



Figure 3. Detail of aerial view showing 333 Glenferrie Road from the south, C D Pratt, dated c1925-c1935 (Source: SLV)



Figure 4. Detail of aerial view, 1945 (Source: Landata)

Former Player House, 333 Glenferrie Road, Malvern – Statement of Significance, June 2021

Heritage place: Former Player House, 333 Glenferrie Road, Malvern

PS ref no.: HO262



Figure 1. Former Player House, 333 Glenferrie Road, Malvern (GJM Heritage, July 2020)

What is significant?

The Former Player House at 333 Glenferrie Road, Malvern, built in 1918-19 to designs by architects Arthur and Hugh Peck.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house and garage
- The house and garage's high level of integrity to their original design
- Late Federation Bungalow/attic-style house
- Simple overall massing with large street-facing gable
- Broad roof planes of steeply pitched gabled forms with dominant bell-cast roof to the front elevation and hipped roofs at the rear
- Unglazed terracotta tile-clad roofs
- Asymmetrical front elevation with prominent central gable bay composed of asymmetrically placed elements flanked by deep side verandahs
- Deep front balcony with bell cast terracotta shingled balustrade and terracotta shingled gable apex
- Large unadorned verandah archways

- Projecting bowed and boxed window bays
- Simple tapered chimneys
- Gable-roofed garage clad with unglazed terracotta tiles at south-west corner of house
- The siting of the rear tennis court (the surface finish and supporting infrastructure is not significant).

Later alterations and additions are not significant.

How is it significant?

The Former Player House is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

The Former Player House has strong associations with the early twentieth century subdivision of large estates which were established by wealthy Melbournians during the land boom of the 1880s. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

The Former Player House is a fine and largely intact representative example of a Federation house. It displays typical features of the Federation Bungalow style popular in the 1910s in Malvern and across Melbourne more broadly, including simple massing with broad roof planes, a deep verandah and deeply recessed balcony, arched openings, and the use of materials such as brick, terracotta tiles and wall-hung terracotta shingles (Criterion D).

The Former Player House is a well-considered and carefully detailed example of what can broadly be described as a Federation Bungalow house. The simple design, with broad main gable and deeply recessed balcony to the first-floor roof space, together with the restrained use of distinctive architectural elements such as wall-hung terracotta shingles and simple tapered chimneys, presents a picturesque composition of this architectural style. The garage to the south-west of the house and the rear tennis court contribute to the historical and physical setting of the place (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

'333 Glenferrie Road, Malvern Heritage Assessment', John Statham (March 2011)

BACKGROUND INFORMATION

Chesterfield, 6 Mayfield Avenue, Malvern (HO275)



Figures 1. 6 Mayfield Avenue, Malvern: the main (north and west) elevations of the house (GJM Heritage, July 2020).



Figure 2. 6 Mayfield Avenue, Malvern: the south elevation and outbuildings adjacent to Mayfield Avenue (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Phillip E Treeby
Construction Date: 1891	Builder: Boxshall & Leonard

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

Chesterfield was constructed in Chesterfield Avenue in 1891 following subdivision of a larger land holding in 1888. An early owner of the larger 20-acre allotment on the south-east corner of Toorak and Glenferrie roads (which includes the Chesterfield site) was William Philpott from 1856, who built 'Rosehill' (since demolished) (Jackson 2011:25). A later owner subdivided the large 20-acre (8 ha) allotment into over 100 allotments in 1888, which sold at auction as the Great Toorak Estate (Butler 2002:334). This subdivision created Mayfield and Chesterfield Avenues and the purchase of multiple allotments was encouraged with the publicity brochure stating that 'purchasers of the Chesterville Avenue frontages will have the option of taking the lot behind facing Mayfield Avenue' (Great Toorak Estate Subdivision Plan).

Arthur E Wallis purchased five allotments between Mayfield and Chesterfield avenues at the auction sale, to form an estate 255 feet x 280 feet in size, with frontages to both streets (Rate Book 1892, as cited in Butler 2002). Wallis built a substantial, 10-roomed two-storey brick house (the subject site) near Mayfield Avenue in 1891. Designed by architect Phillip Treeby and constructed by builders Boxshall & Leonard (*BEMJ* 9 May 1891:179), this house faced west and north with outbuildings (which remain in 2020) constructed on the rear Mayfield Avenue boundary (MMBW Plan No 58, 1902).

From 1902 to 1905 Chesterfield was leased from Mary Wallis until the property was purchased by John and Agnes Gillespie (Butler 2002). Mrs Mabel Syme purchased the property in 1922 and by 1924 she and her husband George Adlington Syme had moved into Chesterfield. George A Syme was an eminent surgeon who was knighted that year on retirement from practice (ADB). Land surrounding Chesterfield was sold and in 1923-

24 the house was rated in Mayfield Avenue, with only a narrow right-of-way in Chesterfield Avenue (Rate Books as cited in Butler 2002).

The Syme family continued to occupy Chesterfield after the death of George Syme in 1929 and his wife two years later. The family remained at the property until at least 2002 (Butler 2002). The property was subdivided further (date not confirmed), forming the current extent.

Description Summary

Chesterfield is situated on the north side of Mayfield Avenue on the remnants of a much larger property that originally extended to Chesterfield Avenue to the north. The house is set well back behind outbuildings at the Mayfield Avenue boundary, with the main elevations orientated to the west and north. The outbuilding to the east is part of the original construction and the one at the western boundary is a later building.

Key Features:

- Large two-storey Federation Queen Anne style house
- Red brick walls with cement render contrasts
- Steeply pitched terracotta tile-clad gabled and hipped roofs with terracotta tile ridging
- Complex asymmetrical massing
- Jettied half-timbered gable ends with exaggerated brackets
- Multiple tall chimneys with horizontal and vertical render banding
- Exposed rafter ends
- Red brick, terracotta tile-clad gable-roofed outbuilding at Mayfield Avenue
- Mature trees including Moreton Bay Fig (*Ficus macrophylla*) to north.

Intactness/Integrity

Chesterfield retains a high degree of intactness to its late nineteenth century period of construction. Despite changes to the setting of the house through the progressive subdivision of the original estate, the house retains a high degree of integrity as a substantial and highly intact Federation property.

References

Building Engineering & Mining Journal, 9 May 1891, p 179, 'House at Toorak for A E Wallis Esq' now nearing completion, incl perspective drawing, listed in M Lewis, *Melbourne Mansions Database*.

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.

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Jackson, A., *William Philpott: pioneer Victorian first class cricketer*, 2011 (SHC60104).

Landata Victoria, historical aerial photograph, 1945.

Stonnington History Centre (SHC), Image and Malvern Collections.

Subdivision Plan, The Great Toorak Estate, undated (SLV).

MMBW Plan No 58, Malvern & Hawthorn, 1902 & 1947 (SLV).

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

Historic Images and Plans

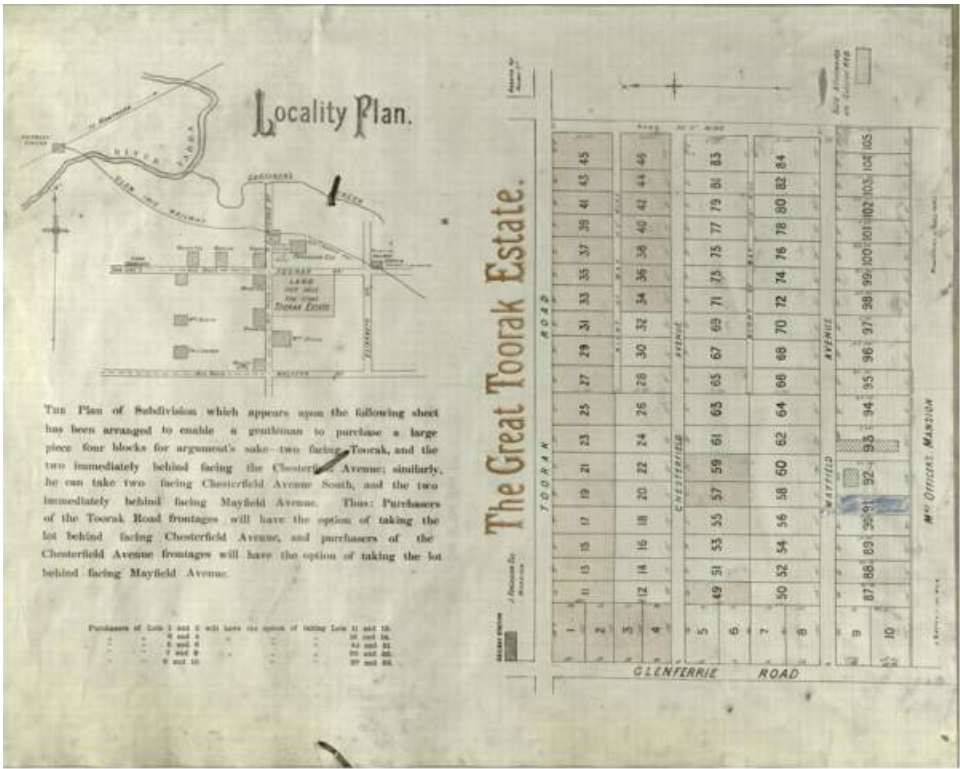


Figure 3. The Great Toorak Estate subdivision plan, undated (Source: SLV)

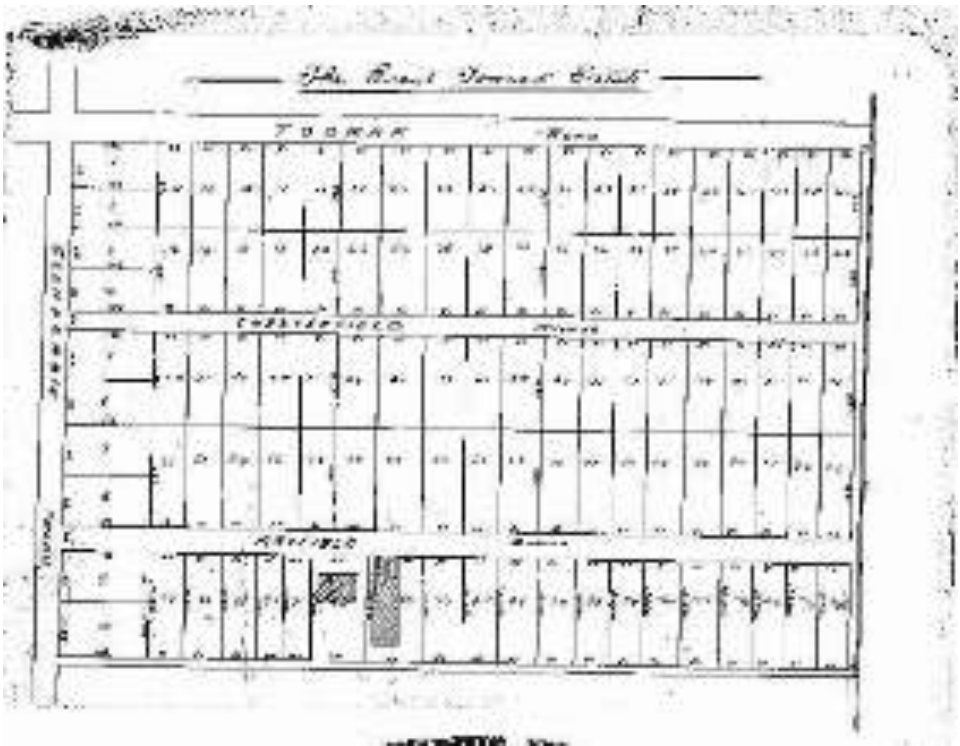


Figure 4. Great Toorak Estate, plan dated 1888. (Source: SHC Malvern Collections MH382)





Figure 5. View of the main (west) elevation of Chesterfield, c.1920. (Source: SHC Image Collection MP1422)



Figure 6. View of the rear (east) elevation of Chesterfield, c.1920. (Source: SHC Image Collection MP1421)

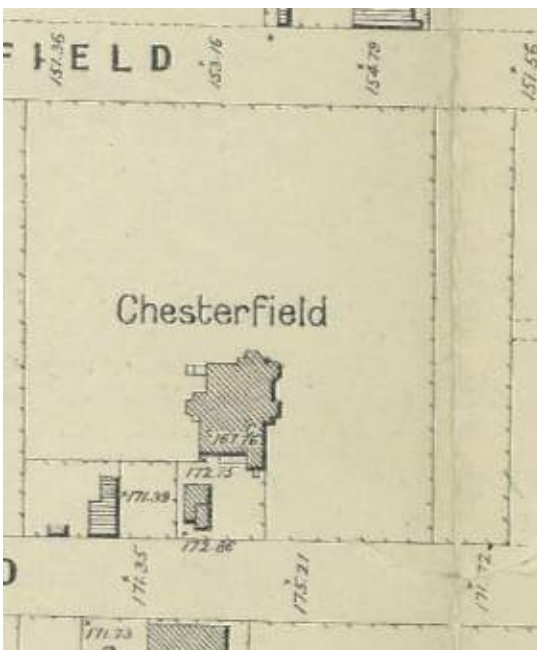


Figure 7. Footprints of buildings at 'Chesterfield' in 1902, evident on MMBW Malvern & Hawthorn Plan No 58, dated 1902 (Source: SLV)



Figure 8. Aerial photograph showing the reduced allotment, 1945 (Source: Landata)

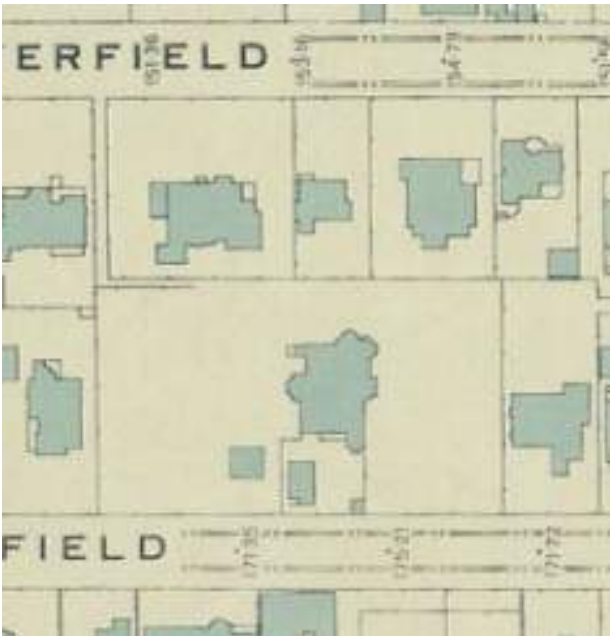


Figure 9. Detail of MMBW Plan No 58, Malvern & Hawthorn, showing footprints of buildings on the reduced allotment, 1947 (Source: SLV)

Chesterfield, 6 Mayfield Avenue, Malvern – Statement of Significance, June 2021

Heritage place: Chesterfield, 6 Mayfield Avenue,
Malvern

PS ref no.: HO275



Figure 1 (southern elevation) and 2 (northern elevation). 6 Mayfield Avenue, Malvern (GJM Heritage, July 2020).

What is significant?

Chesterfield at 6 Mayfield Avenue, Malvern, built in 1891 to designs by architect Phillip E Treeby.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the main house and associated outbuilding directly to the south of the main house on the Mayfield Avenue boundary
- The house and outbuilding's high level of integrity to their original design
- Large two-storey Federation Queen Anne style house

- Red brick walls with cement render contrasts
- Steeply pitched terracotta tile-clad gabled and hipped roofs with terracotta tile ridging
- Complex asymmetrical massing
- Jettied half-timbered gable ends with exaggerated brackets
- Multiple tall chimneys with horizontal and vertical render banding
- Exposed rafter ends
- Red brick, terracotta tile-clad gable-roofed outbuilding at Mayfield Avenue
- Remnant mature plantings comprising the Moreton Bay Fig (*Ficus macrophylla*) to north of house.

Later alterations and additions are not significant. This includes the outbuilding on the western boundary, set back slightly from Mayfield Avenue.

How is it significant?

Chesterfield is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Chesterfield has strong associations with the establishment of large estates in the municipality by wealthy businessmen during the land boom of the 1880s and early 1890s. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Chesterfield is a fine and highly intact example of an early Federation house. The house strongly reflects the Federation Queen Anne architectural style popular from the late nineteenth century in Malvern and across Melbourne more broadly. The asymmetrical and complex composition, with steeply pitched roof forms and architectural elements and materials, including tall chimneys, jettied half-timbered gable ends, red brick walls and terracotta tiled roofs are typical of the style. The use of quality materials and fine detailing imparts a sense of grandeur and demonstrates the status of the owner in wealthy established areas such as Malvern in the late nineteenth century (Criterion D).

Chesterfield is a carefully designed and well-resolved example of a Federation house. Designed by architect Phillip E Treeby, the asymmetrical massing with half-timbered projecting gable-end bays and tall chimneys presents a picturesque composition of this architectural style. An established Moreton Bay Fig (*Ficus macrophylla*) and outbuilding at the southern boundary built contemporaneously with the house, add to the setting of the place (Criterion E).

Primary sources:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Rosehill Chapel, 19 Mayfield Avenue, Malvern (HO276)



Figure 1.19 Mayfield Avenue (GJM Heritage, July 2020).

DATE: June 2021

Place type: Chapel, house	Architect: Unknown
Construction Date: 1856	Builder: Unknown

Historical Context Summary

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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

In 1856 William Philpott purchased 20 acres (8 ha) of land at the south east corner of Toorak and Glenferrie Roads (part of Crown Allotment 24, Township of Gardiner, Parish of Prahran). In the same year a brick house named Rosehill (since demolished) was under construction, and in 1857 Philpott was described as the owner and occupier of a 9-roomed brick house with outhouses and a 2-roomed gardener's house (Malvern Rate Book, assess nos. 108, 1856; 124, 1857-58).

William and Rosetta Philpott lived at Rosehill until the family returned to England in 1872 (*Argus*, 7 Feb 1872:2). The property had been unsuccessfully offered for sale by auction in 1869 (*Argus*, 4 Mar 1869:2) when it was described as a 20-acre (8 ha) estate with vines, fruit, vegetable and flower gardens, shrubbery and lawn trees. The two-storey house was of brick with slate roof with a large range of outbuildings including what was described in the auction notice: 'apart stands a most substantial bluestone building, with slate roof, which may be appropriately termed a private chapel, with ecclesiastically finished ceiling; there are two dormitories.' At this time Philpott also advertised for sale two organs, which may have been housed in the bluestone chapel.

Rosehill was sold to draper Thomas Alston (Malvern Rate Book, assess no. 342, 1877) in 1877 and sold again in 1880 to Thomas Cutting (Malvern Rate Book, assess no 275, 1880). In 1888 Rosehill was purchased by solicitor Walter Henry Lewis (later Mayor of Malvern) who subdivided the property into over 100 allotments and created the Great Toorak Estate with two main east-west streets: Mayfield and Chesterville Avenues ('The Great Toorak Estate' subdivision plan). The house at Rosehill was demolished at this time (Butler 2002: 350), however the bluestone building was retained on an allotment on the east side of the newly formed Mayfield

Avenue. By 1891 this allotment was owned by a syndicate which included architect Lloyd Tayler, and the bluestone building, described variously as a two or three-roomed stone house, was occupied by accountant Henry Sharp (Malvern Rate Book, assess no 165, 1891). A footprint of the building in 1902 is shown at Figure 4.

Gifted horseman and amateur jockey Alexander Creswick acquired the Mayfield Avenue allotment and bluestone building in 1908, adding it to his Yarren Estate which was located directly to the south. Under his ownership it was used for accommodation for his trainer (various Malvern Rate Books incl 1917 assess no 210).

Teachers Isobel and Robina Hamilton purchased a number of buildings in Mayfield Avenue in 1919 and the established Toorak College operated from the subject site until 1926 (Malvern Rate Book 1918 assess nos. 240-246, 1918; Toorak College). As part of the school, the bluestone building was used as a chapel and assembly hall. The property continued as St Margaret's Presbyterian school until 1940.

In the 1930s the Mayfield Avenue buildings, including the subject site, became known as the Mayfield Centre. The Mayfield Centre served as a training depot for the Women's Australian Auxiliary Air Force in the early 1940s, and the Wesley College junior school from 1942 to 1945 (Butler 2002: 351). In 1949 the bluestone building, as part of the Mayfield Centre, was purchased by the Australian Red Cross and continued to be used for health-related purposes until 1995 when the entire property was sold and redeveloped (Butler 2002: 352). The bluestone building was the only structure retained in this redevelopment (Butler 2002: 352).

The building has been incorporated into a residential development by architect Robert Mills and was last sold in 2010 (www.realestate.com.au).

Description Summary

Rosehill Chapel, 19 Mayfield Avenue, is situated at the front boundary of a large residential development on the south side of Mayfield Avenue. The building is a modest, random coursed bluestone rubble building with decorative timber valence to the east gable end and a gabled slate roof. The openings in the north elevation consist of three narrow double-hung windows and a door with top light. All openings feature stone lintels with the windows comprising stone sills and glazing bars to the window margins. The eastern elevation includes a door with stone lintel, and the western elevation comprises two narrow windows with the same detail as those facing north, as well as two smaller attic windows.

A two-storey wing has been added to the rear of the subject place.

Key Features:

- Early Victorian building
- Random coursed bluestone rubble walls
- Slate-clad gabled roof
- Decorative timber valence to east gable end
- Narrow rectangular window openings to north and west elevations with bluestone lintels and sills and fine glazing bars to window margins
- Narrow door openings with bluestone lintels, to north and east elevations
- Pair of attic windows to west elevation.

Intactness/Integrity

The Rosehill Chapel remains highly intact to its early Victorian period of construction. A parallel gabled-roof wing has been added sensitively to the rear, connected to the bluestone building at the east end by a hipped-roof section. Overall the building 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.

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

Jackson, A., *William Philpott: pioneer Victorian first class cricketer*, 2011 (SHC60104)

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books, dates as cited.

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

Realestate.com.au, < www.realestate.com.au>, accessed August 2020.

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Toorak College, < <https://www.toorakcollege.vic.edu.au/>>, accessed August 2020.

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

Historic Images and Plans

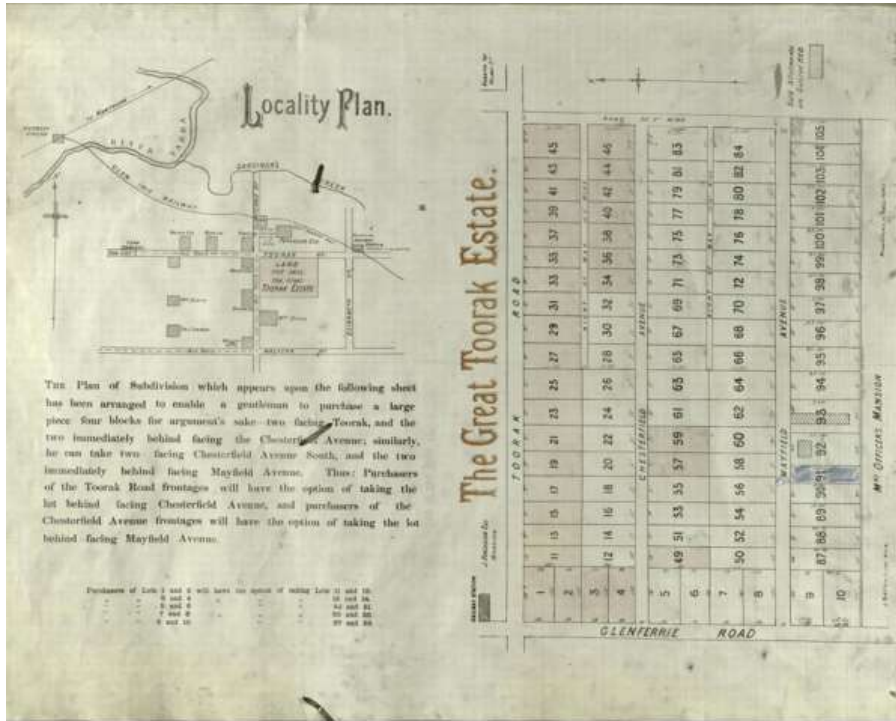


Figure 2. The Great Toorak Estate, undated (Source: SLV)

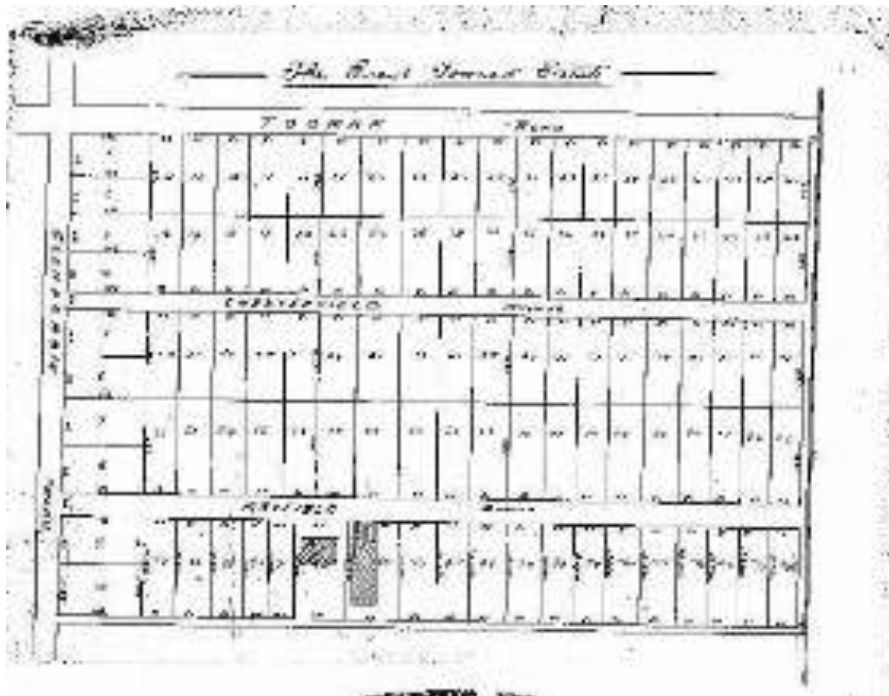


Figure 3. Great Toorak Estate, plan dated 1888. (Source: SHC Malvern Collections MH382)

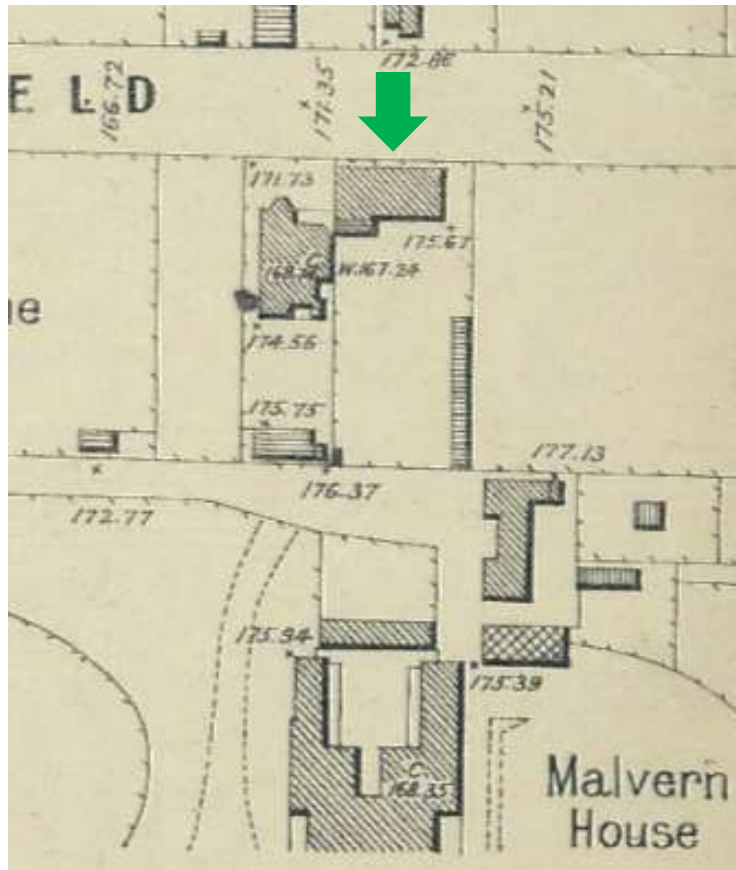


Figure 4. Footprint of the bluestone building in 1902, indicated by the green arrow. Detail of MMBW Malvern & Hawthorn No 58, dated 1902 (Source: SLV)



Figure 5. Detail of Aerial photograph, 1945, showing extent of the school property in the 1940s. (Source: Landata)

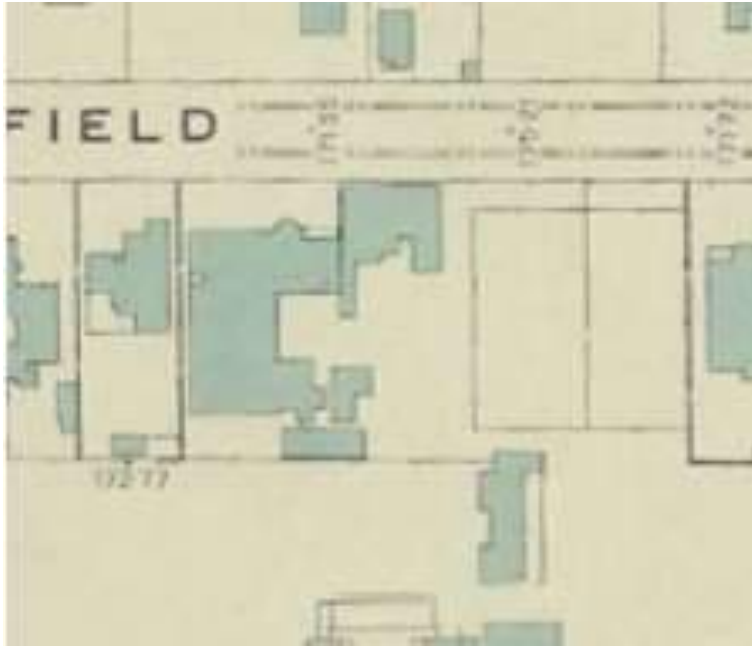


Figure 6. Detail of MMBW Plan No 58, Hawthorn & Malvern, dated 1947, showing extent of the property in the 1940s. (Source: SLV)

Rosehill Chapel, 19 Mayfield Avenue, Malvern – Statement of Significance, June 2021

Heritage place: Rosehill Chapel, 19 Mayfield Avenue, Malvern

PS ref no.: HO276



Figure 1.19 Mayfield Avenue (GJM Heritage, July 2020).

What is significant?

Rosehill Chapel at 19 Mayfield Avenue, Malvern, an early bluestone building constructed in 1856.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The building's high level of integrity to its original design
- Early Victorian building
- Random coursed bluestone rubble walls
- Slate-clad gabled roof
- Decorative timber valence to east gable end
- Narrow rectangular window openings to north and west elevations with bluestone lintels and sills and fine glazing bars to window margins
- Narrow door openings with bluestone lintels, to north and east elevations
- Pair of attic windows to west elevation.

Later alterations and additions are not significant. This includes the rear and connecting wings and the fencing/hedging to the street frontage.

How is it significant?

Rosehill Chapel is of local historical significance to the City of Stonnington. It has local rarity value as a former private chapel.

Why is it significant?

Rosehill Chapel has strong associations with the early subdivision of land in what is now the City of Stonnington and clearly illustrates the initial phase of European settlement in the Malvern area (Criterion A).

Rosehill Chapel is the sole remnant of the 1850s Rosehill Estate in Malvern. Built in 1856, the unusual bluestone building was in use as a private chapel from at least 1869 and it is highly probable that it was built for this purpose. It is significant as a rare building type in the City of Stonnington, which remains highly intact to its period of construction (Criterion B).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

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).

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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.

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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>.

Historic Images and Plans



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

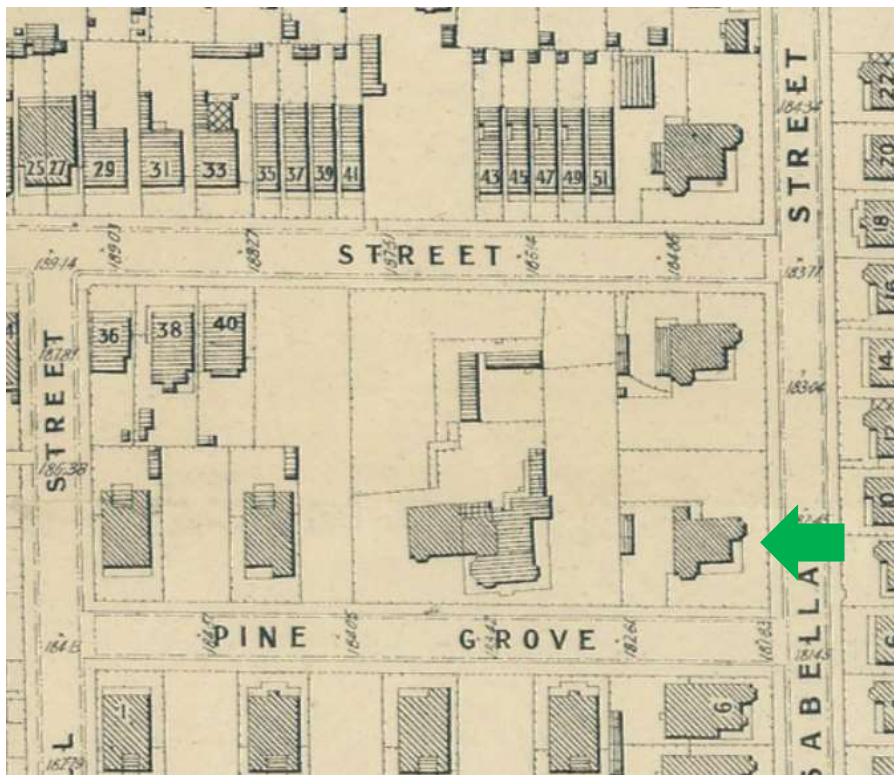


Figure 3. Detail of MMBW Plan No 61, dated 1902, showing a footprint of the house at the subject site, indicated by the green arrow (Source: SLV)

Glenavon, 19 Pine Grove, Malvern – Statement of Significance, June 2021

Heritage place: Glenavon, 19 Pine Grove, Malvern

PS ref no.: HO278



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

What is significant?

Glenavon, 19 Pine Grove, Malvern built in 1889-90.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The house's high level of integrity to its original design
- 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
- Norfolk Island Pine (*Araucaria heterophylla*) within the southern setback.

Later alterations and additions are not significant. This includes the addition with basement car park to the west elevation and the front fence.

How is it significant?

Glenavon, 19 Pine Grove, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Glenavon has strong associations with the subdivision of large established estates in the municipality in the late 1880s by speculative investors. Constructed on an allotment in the Pine Hill Estate subdivision, this house clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Glenavon is a fine and representative example of a Victorian Italianate house. It displays typical features of the Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly, including simple massing with slate-clad hipped roof, return verandah and balcony with cast iron decoration, cement render and tile façade detailing such as quoining and string courses, polygonal bays, and prominent chimneys (Criterion D).

Glenavon is a well-considered and carefully detailed example of an Italianate house. Situated on a corner allotment, the simple two-storey design, with exposed hipped roof, rendered walls and return verandah, together with the use of distinctive architectural elements and detailing, including polygonal bays, quoining, rendered and patterned tile string courses and cast iron decoration, as well as the large Norfolk Island Pine (*Araucaria heterophylla*) at the south boundary, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Coimboon, 48 Stanhope Street, Malvern (HO279)



Figure 1.48 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1889	Builder: John Wright

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).

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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

Coimboon, 48 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street (including the subject site) were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice). The original Winter's Estate subdivision included seven large allotments on the south side of Stanhope Street, between Glenferrie Road and Irving Street, before subsequent re-subdivision created smaller allotments between large end allotments.

48 Stanhope Street was one of the smaller allotments and by 1889 a house had been built on the site. Builder John Wright owned the land (Allotment 32) from at least 1886 and it is probable that he was responsible for the design and construction of this 8-roomed brick house (Figure 3). Each of the houses in the row were given a name below the pediment; no. 48 was named 'Coimboon'. The first owner and occupant of the house, Thomas Patterson, continued to occupy this house until 1911 (S&M).

Since the nineteenth century, there have been various owners and occupants of 48 Stanhope Street. In the c1950s the house was reportedly divided into two flats (Butler 2002:389). Current aerial photographs indicate that a later small addition was constructed off the east elevation (date not known).

Description Summary

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

Coimboon at 48 Stanhope Street, Malvern is situated on the south side of Stanhope Street, near the corner of Glenferrie Road. The house has a modest setback from the street frontage and is visible behind a modern timber picket fence with hedge.

This single-storey brick (overpainted) house has a parapeted and balustraded façade with Victorian Italianate detailing consisting of a prominent semicircular pediment containing shell and mask motifs and acroteria, name plate, and cornice with frieze of consoles and patera. Chimney cornices are typical of the era, while behind the parapet are hipped roof forms. The front verandah has an ogee-profile roof form, clad with corrugated iron, supported on cast iron columns and frieze.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 48 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1743, 1902.

Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

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

Historic Images and Plans



Figure 2. Winter's Estate subdivision, showing the original subdivision of the south side of Stanhope Street, 1881. (Source: SLV)

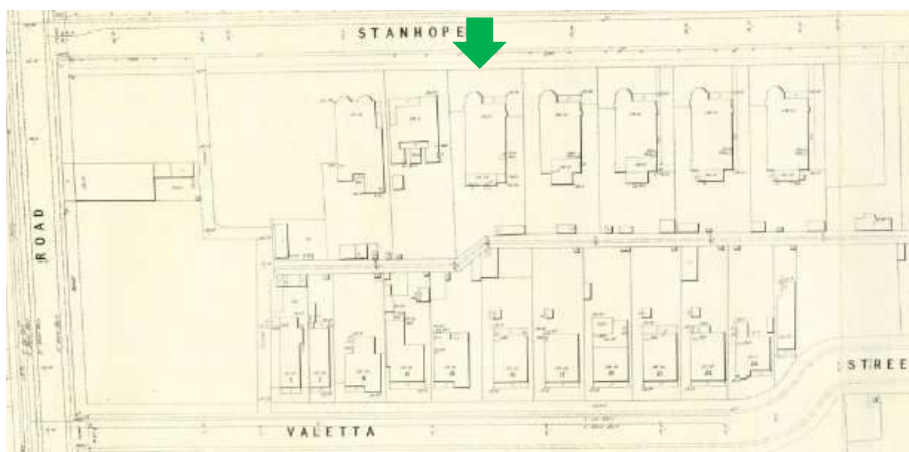


Figure 3. Detail of MMBW Plan No 1743, dated 1902, showing seven houses at 44-54 Stanhope Street. Green arrow indicates no. 48 (Source: SLV)



Figure 4. Aerial photograph showing houses at 44-54 Stanhope Street, Malvern, 1945. Green arrow indicates no. 48 (Source: Landata)

Coimboon, 48 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: Coimboon, 48 Stanhope Street,
Malvern

PS ref no.: HO279



Figure 1. 48 Stanhope Street, Malvern (GJM Heritage, July 2020)

What is significant?

Coimboon at 48 Stanhope Street, Malvern, a Victorian Italianate house built in 1889 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze

- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes additions to the side and rear and the timber front fence.

How is it significant?

Coimboon is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Coimboon has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period, extensive tracts of land in Malvern were subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

Coimboon is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze, is typical of the style (Criterion D).

Coimboon is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation with projecting polygonal bay, and the profusion of decorative classical architectural elements, including balustrading, shell and mask motifs, acroteria, consoles and patera, presents a picturesque composition of this architectural style. (Criterion E).

Primary sources:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Castle Eden, 54 Stanhope Street, Malvern (HO280)



Figure 1. 54 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1889	Builder: John Wright

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

Castle Eden, 54 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street (including the subject site) were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice). The original Winter's Estate subdivision included seven large allotments on the south side of Stanhope Street, between Glenferrie Road and Irving Street, before subsequent re-subdivision created smaller allotments between large end allotments.

54 Stanhope Street was one of the smaller allotments and by 1889 a house had been built on the site. Builder John Wright owned the land (Allotment 29) the previous year and it is probable that he was responsible for the design and construction of this 8-roomed brick house (Figure 3). Each of the houses in the row were given a name below the pediment; no. 54 was named 'Castle Eden'. First owner and occupant, Benjamin Huntsman, continued to occupy this house until at least 1925 (S&M). There have since been various owners and occupants of this house. The house has also been referred to as 'Castledon' (Butler 2002:402).

Current aerial photographs indicate that a large addition was constructed at the rear of the house, and small additions on the side (east and west) elevations including a bay window on the west elevation (dates not confirmed; post-1945 as per Figure 4).

Description Summary

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

Castle Eden, at 54 Stanhope Street, Malvern is situated on the south side of Stanhope Street, near the corner of Glenferrie Road. The house has a modest setback from the street frontage and the front elevation is largely obscured by a tall rendered fence.

This single-storey brick (overpainted) house has a parapeted and balustraded façade with Victorian Italianate detailing consisting of a prominent semicircular pediment containing shell and mask motifs and acroteria, name plate, and cornice with frieze of consoles and patera. Chimney cornices are typical of the era, while behind the parapet are hipped roof forms. Two double-hung windows, a small niche and the front door (with top and side lights) are located on the north façade under the front verandah. The projecting bay has three double-hung segment-arch windows. The front verandah has an ogee-profile roof form, clad with corrugated iron, supported on cast iron columns and frieze.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed tile-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 54 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1743, 1902.

Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

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

Historic Images and Plans



Figure 2. Winter's Estate subdivision, showing the original subdivision of the south side of Stanhope Street, 1881. (Source: SLV)

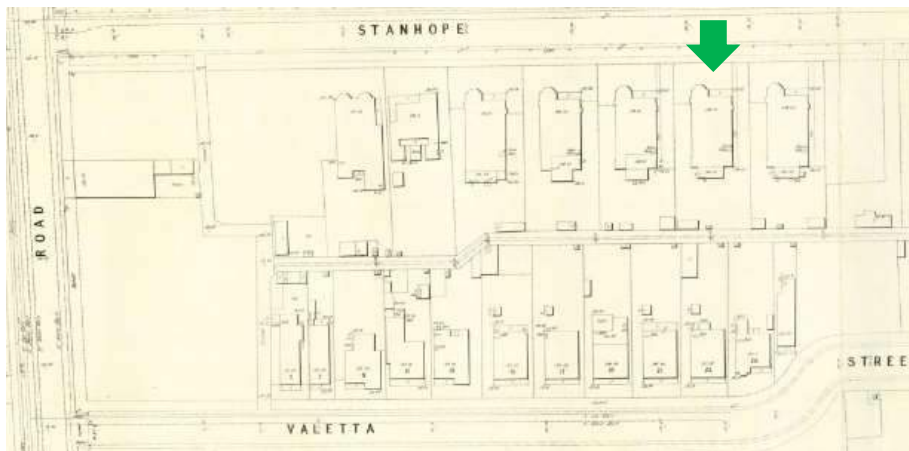


Figure 3. Detail of MMBW Plan No 1743, dated 1902, showing seven houses at 44-54 Stanhope Street. Green arrow indicates no. 54 (Source: SLV)



Figure 4. Aerial photograph showing houses at 44-54 Stanhope Street, Malvern, 1945. Green arrow indicates no. 54 (Source: Landata)

Castle Eden, 54 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: Castle Eden, 54 Stanhope Street, Malvern

PS ref no.: HO280



Figure 1. 54 Stanhope Street, Malvern (GJM Heritage, July 2020)

What is significant?

Castle Eden at 54 Stanhope Street, Malvern, a Victorian Italianate house built in 1889 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed tile-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze

- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes additions and alterations to the rear and sides of the house and the front fence.

How is it significant?

Castle Eden is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Castle Eden has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period extensive tracts of land in Malvern were subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

Castle Eden is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze is typical of the style (Criterion D).

Castle Eden is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation, with a profusion of classical architectural elements including balustrading, shell and mask motifs, acroteria, consoles and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

House, 86 Stanhope Street, Malvern (HO281)



Figure 1. 86 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1891	Builder: John Wright

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).

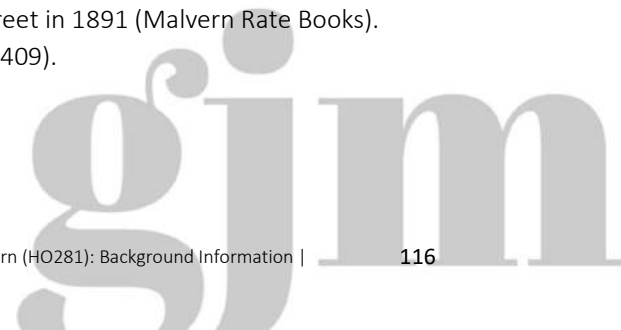
By 1946 the Australian Blue Book (as cited in Victorian Places) stated that Malvern was one of the 'leading residential suburbs of the Metropolis'. It comprised the substantial homes of many of Melbourne's leading citizens, in what was termed 'The Garden City' due to the number of parks and public gardens. 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

86 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice).

Stanhope Park Estate comprised eight allotments (numbered 1 to 8) between William Street (later Oxford Street) and Grace Street (Auction notice) and allotments 5 and 6 were purchased by builder John Wright (Malvern Rate Books 1889). Wright built identical 8-roomed brick houses on these two allotments – the house on Allotment 6 (88 Stanhope Street) was under construction in 1889 and the house on Allotment 5 (86 Stanhope Street) was built by 1891 (Malvern Rate Books). Wright also purchased Allotment 8 (92 Stanhope Street) on the corner of Grace Street in 1890 and had built an 8-roomed brick house on this allotment by the following year (Malvern Rate Books).

Wright owned 86, 88 and 92 Stanhope Street until 1897 when ownership of the three properties was transferred to the London Bank. It appears that he lived at 86 Stanhope Street in 1891 (Malvern Rate Books). The house has reportedly been called 'Rostrevor' and 'Killara' (Butler 2002:409).



Since 1897 there have been various owners and occupants of 86 Stanhope Street. In 1910 the house served as the manse for the Malvern Methodist Church, before the church purchased the property in 1913, retaining ownership until 1957 (Butler 2002:415).

A permit for an addition at the rear of the property was granted in 1975 (Butler 2002: 415).

Description Summary

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

The house at 86 Stanhope Street, Malvern is situated on the south side of Stanhope Street and has a modest setback from the street frontage. The front elevation is clearly visible behind a metal picket fence with solid piers.

This single-storey brick (overpainted) house has a balustraded parapet façade with Victorian Italianate detailing consisting of a cornice with frieze of consoles and patera. Chimney cornices are typical of the era and tall, crowned terracotta chimney pots are present on the front pair of chimneys, while behind the parapet are hipped roof forms. Two double-hung windows, two small niches and the front door are located on the north façade under the front verandah. The projecting bay has three double-hung segment-arch windows. The front verandah has a bullnose roof form (not original), clad with corrugated iron, supported on cast iron columns and frieze. The floor is paved with quarry and encaustic mosaic tiles.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining convex verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet and cornice with frieze of consoles and patera (name plate and semicircular pediment removed)
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with crowned terracotta chimney pots and corniced bases to front pair of chimneys.

Intactness/Integrity

The house at 86 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1745, 1907.

Plan of Subdivision Winter's Estate, 1881.Sands and McDougall Melbourne Directories (S&M).

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



Historic Images and Plans



Figure 2. Stanhope Park Estate subdivision, showing the original subdivision of the south side of Stanhope Street, east of William Street (now Oxford Street), 1888. (Source: SLV)

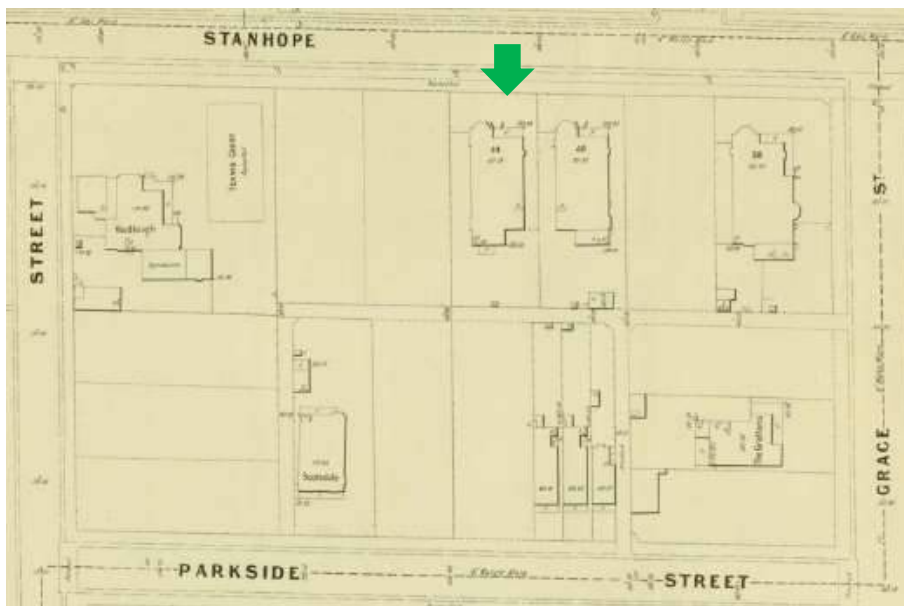


Figure 3. Detail of MMBW Plan No 1745, dated 1907, showing houses at 86, 88 & 92 Stanhope Street. Green arrow indicates no. 86 (Source: SLV)

House, 86 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: House, 86 Stanhope Street, Malvern

PS ref no.: HO281



Figure 1. 86 Stanhope Street, Malvern (GJM Heritage, July 2020).

What is significant?

86 Stanhope Street, Malvern, a Victorian Italianate house built in 1891 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining convex verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet and cornice with frieze of consoles and patera (name plate and semicircular pediment removed)
- Simple unframed segmental arch-headed window openings to projecting bay

- Cement rendered chimneys with crowned terracotta chimney pots and corniced bases to front pair of chimneys.

Later alterations and additions are not significant. This includes additions to the rear.

How is it significant?

86 Stanhope Street, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

86 Stanhope Street, Malvern has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period, extensive tracts of land in Malvern were subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

86 Stanhope Street, Malvern is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation, with decorative balustraded parapet, and cornice frieze is typical of the style (Criterion D).

86 Stanhope Street, Malvern is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation, with a profusion of classical architectural elements including balustrading, consoles and patera, and terracotta chimney pots presents a picturesque composition of this architectural style (Criterion E).

Primary sources:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

House, 88 Stanhope Street, Malvern (HO282)



Figure 1. 88 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1889	Builder: John Wright

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

88 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice).

Stanhope Park Estate comprised eight allotments (numbered 1 to 8) between William Street (later Oxford Street) and Grace Street (Auction notice) and Allotments 5 and 6 were purchased by builder John Wright (Malvern Rate Books 1889). Wright built identical 8-roomed brick houses on these two allotments – the house on Allotment 6 (88 Stanhope Street) was under construction in 1889 and the house on Allotment 5 (86 Stanhope Street) was built by 1891 (Malvern Rate Books). Wright also purchased Allotment 8 (92 Stanhope Street) on the corner of Grace Street in 1890 and had built an 8-roomed brick house on this allotment by the following year (Malvern Rate Books).

Wright owned 86, 88 and 92 Stanhope Street until 1897 when ownership of the three properties was transferred to the London Bank. It appears that he may have lived at 88 Stanhope Street from 1889 to 1890 after vacating 44 Stanhope Street in 1888. He lived at 88 Stanhope Street again in 1896 after living at 92 Stanhope Street for three years (Malvern Rate Books).



Since 1897 there have been various owners and occupants of 88 Stanhope Street. The house was called 'Gunyah' in the first decade of the twentieth century (Butler 2002:409).

Current aerial photographs indicate that a later addition was constructed off the rear of the house (date not confirmed). A permit for a garage on the rear boundary was granted by Council in 1977 (Butler 2002:429).

Description Summary

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

The house at 88 Stanhope Street, Malvern is situated on the south side of Stanhope Street and has a modest setback from the street frontage. The front elevation is obscured by a solid high fence and associated hedge.

This single-storey brick (overpainted) house has a parapeted and balustraded façade with Victorian Italianate detailing consisting of a prominent semicircular pediment containing shell and mask motifs and acroteria, name plate, and cornice with frieze of consoles and patera. Chimney cornices are typical of the era, while behind the parapet are hipped roof forms. Two double-hung windows, and the front door are located on the north façade under the front verandah. The projecting bay has three double-hung segment-arch windows. The front verandah has an ogee-profile roof form, clad with corrugated iron, supported on cast iron columns and frieze. The verandah floor is paved with encaustic mosaic tiles.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet with urns, blank name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 86 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1745, 1907. Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

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



Historic Images and Plans



Figure 2. Stanhope Park Estate subdivision, showing the original subdivision of the south side of Stanhope Street, east of William Street (now Oxford Street), 1888. (Source: SLV)

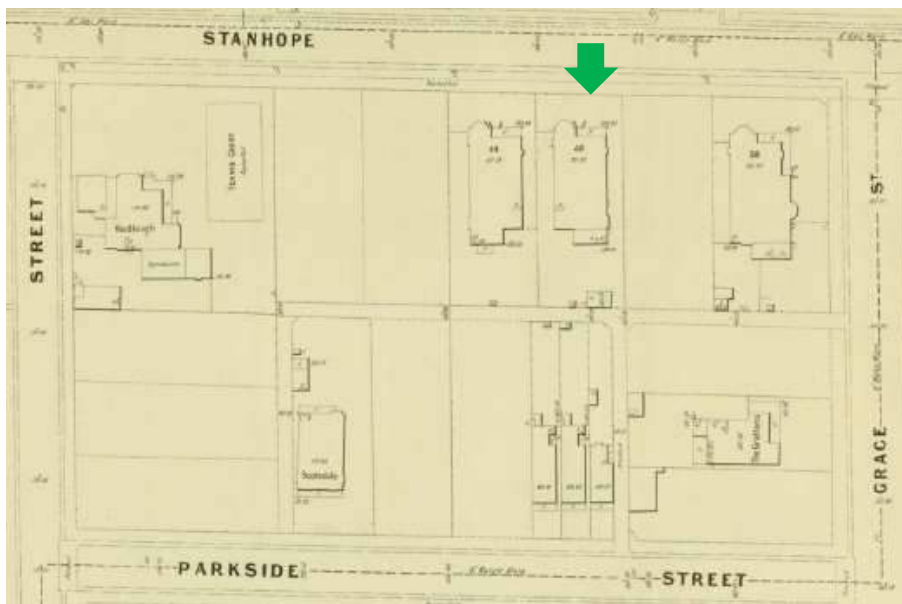


Figure 3. Detail of MMBW Plan No 1745, dated 1907, showing houses at 86, 88 & 92 Stanhope Street. Green arrow indicates no. 88 (Source: SLV)

House, 88 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: House, 88 Stanhope Street, Malvern

PS ref no.: HO282



Figure 1. 88 Stanhope Street, Malvern (GJM Heritage, July 2020).

What is significant?

88 Stanhope Street, Malvern, a Victorian Italianate house built in 1889 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet with urns, blank name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera

- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes additions to the rear and the front fence.

How is it significant?

88 Stanhope Street, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

88 Stanhope Street, Malvern has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period, extensive tracts of land in Malvern were subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

88 Stanhope Street, Malvern is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze is typical of the style (Criterion D).

88 Stanhope Street, Malvern is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation, with a profusion of classical architectural elements including balustrading, shell and mask motifs, acroteria, consoles and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

House, 92 Stanhope Street, Malvern (HO283)



Figure 1. 92 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1891	Builder: John Wright

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

92 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction Notice).

Stanhope Park Estate comprised eight allotments (numbered 1 to 8) between William Street (later Oxford Street) and Grace Street (Auction notice) and Allotments 5 and 6 were purchased by builder John Wright. Wright built identical 8-roomed brick houses on these two allotments by 1891 (Malvern Rate Books). Wright also purchased Allotment 8 (92 Stanhope Street) on the corner of Grace Street in 1890 and had built an 8-roomed brick house on this allotment by the following year (Malvern Rate Books).

Wright owned 86, 88 and 92 Stanhope Street until 1897 when ownership of the three properties was transferred to the London Bank. He was the first occupant of 92 Stanhope Street in 1892, remaining at this house until 1894, after which he let the house to tenants (Malvern Rate Books; Butler 2002:443). There have since been various owners and occupants of 92 Stanhope Street.

Current aerial photographs indicate that additions have been constructed at the rear of the house and off the west elevation. A garage is located at the south-east corner of the property (dates of these works not known).

Description Summary

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

The house at 92 Stanhope Street, Malvern is situated on the corner of Grace Street and has a modest setback from both street frontages. The house is designed to address both street frontages and is clearly visible behind a modern timber picket fence. The entrance to the house is located at the splayed corner of the property.

This single-storey rendered brick house has a parapeted and balustraded façade with Victorian Italianate detailing consisting of a prominent semicircular pediment containing shell and mask motifs and acroteria, name plate, urns, and cornice with frieze of consoles and patera. Chimney cornices are typical of the era, while behind the parapet are hipped roof forms. Double-hung windows are located on both the north and east façades under the return verandah, two small niches are located either side of the window on the north façade, and the front door (with top and side lights) is located on the eastern elevation. The projecting bays to the north and east have three double-hung segment-arch windows. The return verandah has an ogee-profile roof form, clad with corrugated iron, supported on cast iron columns and frieze. The verandah floor is paved with encaustic mosaic tiles.

Key Features:

- Victorian Italianate style house on corner allotment
- Rendered brick walls
- Slate-clad double hipped roof, with rows of scallop-pattern slates, concealed at the principal Stanhope Street elevation
- Eaved hipped roofs to secondary elevation to Grace Street
- Asymmetrical plan with return verandah between projecting wings to the north and east elevations
- Cast iron frieze, brackets and columns to verandah
- Highly decorative cement rendered balustraded parapet with urns, blank name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Vermiculated quoining at corners
- Framed segmental arch-headed window openings with keystones to polygonal bays in projecting wings
- Cement rendered chimneys with corniced capping and decorative semicircular fins.

Intactness/Integrity

The house at 92 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.



Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1745, 1907.

Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

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

Historic Images and Plans



Figure 2. Stanhope Park Estate subdivision, showing the original subdivision of the south side of Stanhope Street, east of William Street (now Oxford Street), 1888. (Source: SLV)

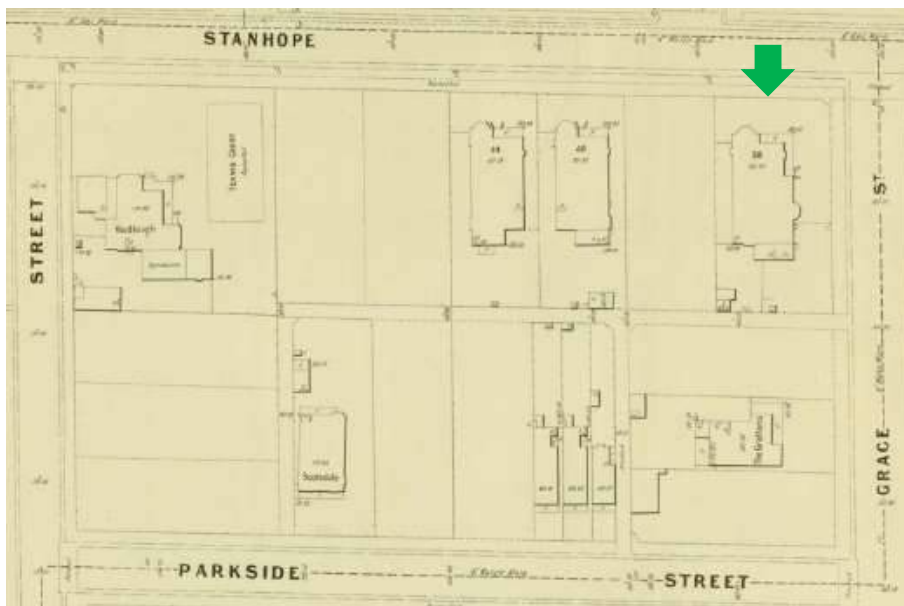


Figure 3. Detail of MMBW Plan No 1745, dated 1907, showing houses at 86, 88 & 92 Stanhope Street. Green star indicates no. 92 (Source: SLV)



House, 92 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: House, 92 Stanhope Street, Malvern

PS ref no.: HO283



Figure 1. 92 Stanhope Street, Malvern (GJM Heritage, July 2020).

What is significant?

92 Stanhope Street, Malvern, a Victorian Italianate house built in 1891 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house on corner allotment
- Rendered brick walls
- Slate-clad double hipped roof, with rows of scallop-pattern slates, concealed at the principal Stanhope Street elevation
- Eaved hipped roofs to secondary elevation to Grace Street
- Asymmetrical plan with return verandah between projecting wings to the north and east elevations
- Cast iron frieze, brackets and columns to verandah

- Highly decorative cement rendered balustraded parapet with urns, blank name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Vermiculated quoining at corners
- Framed segmental arch-headed window openings with keystones to polygonal bays in projecting wings
- Cement rendered chimneys with corniced capping and decorative semicircular fins.

Later alterations and additions are not significant. This includes the rear carport and the surrounding timber fence.

How is it significant?

92 Stanhope Street, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

92 Stanhope Street, Malvern has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period, extensive tracts of land in Malvern were subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

92 Stanhope Street, Malvern is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical composition, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze is typical of the style (Criterion D).

92 Stanhope Street, Malvern is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical composition, with a profusion of classical architectural elements including balustrading, shell and mask motifs, acroteria, consoles and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Tooronga, 72 Elizabeth Street, Malvern (HO309)



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 Wattle tree 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)

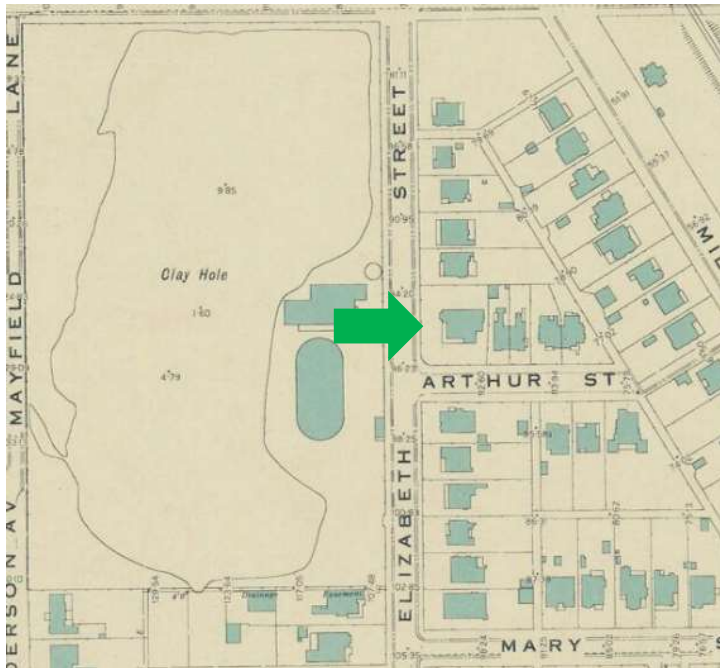


Figure 3. Detail of MMBW Plan No 58, dated 1947, showing the reduced allotment size and increased development in the area. Subject site indicated by the green arrow (Source: SLV).

Tooronga, 72 Elizabeth Street, Malvern – Statement of Significance, June 2021

Heritage place: Tooronga, 72 Elizabeth Street, Malvern

PS ref no.: HO309



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

What is significant?

Tooronga at 72 Elizabeth Street, Malvern built c1890.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The house's high level of integrity to its original design
- 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.

Later alterations and additions are not significant. This includes the rear addition to north-east and associated pool, garage and front fence.

How is it significant?

Tooronga is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Tooronga has strong associations with the subdivision of large land holdings in the municipality by speculative investors in the late 1880s. Constructed on an allotment in the Tooronga Station Estate, this house clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Tooronga is a fine and highly intact representative example of a Victorian Italianate house. It displays typical features of the Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly, including simple massing with slate-clad hipped roof, return verandah and balcony with cast iron decoration, cement render façade detailing such as paired eaves brackets, string courses, window hoods and recessed panels, a polygonal bay and prominent chimneys (Criterion D).

Tooronga is a well-considered and carefully detailed example of an Italianate house. Situated on a corner allotment, the simple two-storey design with exposed hipped roof, rendered walls and return verandah, together with the use of distinctive architectural elements and detailing including a polygonal bay, prominent chimneys, rendered detailing and cast-iron decoration, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Nullagai, 429 Glenferrie Road, Malvern (HO313)



Figure 1. 429 Glenferrie Road, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Eric Beedham
Construction Date: 1927	Builder: C H Quail

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

Nullagai, 429 Glenferrie Road, Malvern was constructed on the west side of Glenferrie Road in 1927 on land which had originally been purchased as Crown Allotment 25 by John Sullivan in 1849. The Grosvenor Estate was established at the north-east corner of this allotment in the 1880s, at the junction of Glenferrie and Toorak Roads, and Nullagai was built on land subdivided from the southern extent of this estate. Further subdivision of the estate occurred in 1935 (Foster 1999).

The 12-roomed brick house, with a tennis court, was built for Mr and Mrs A B Sanders to designs by young architect Eric Beedham, who was born in Hobart but had settled in Melbourne by 1927 (Built Heritage). An article about the newly built house, named Nullagai, published in 1928 (*The Australian Home Beautiful*, Nov 1928:12-18) noted that:

Since the cutting up of the old estates much building has gone on here in the last few years, and here are situated some of the most beautiful of Toorak's modern homes, surrounded as they are by lovely gardens in many instances relics from the old places.

The article in *The Australian Home Beautiful* provided a detailed description with external and internal photographs and commented that the house 'has so many excellencies it is impossible to enumerate them all'. This included such thoughtful detailing as hidden fly-wire screens which slid up out of the wall cavity when the top sash was lifted, radiators disguised in decorative oak and cane casings, a sink in the upstairs linen press for tea-making, a dumb waiter and laundry chute (*Age*, 6 May 1928:45).

At the time the house was built, the owner, Algenon Bernard Sanders, was a director of Leviathan Pty Ltd, a company that was established in the 1860s as Sanders & Co, by his father Lewis (Louis) Sanders and Abraham Levy. This company founded a large retail emporium known as The Leviathan and constructed a large new city store at the corner of Bourke and Swanston Streets in 1913 (Perfin).

After Algenon's death in 1938, his wife lived at the house until her death in 1954. Nullagai was subsequently purchased by Dr William E Swaney and remained in his ownership until 1989 when the house, then known as Carn Brea, was advertised for sale (*Age*, 6 May 1889:45). Carn Brea was re-advertised for sale in 1994 (*Age*, 27 August 1994:46). Recent aerial photographs indicate that a large addition was constructed at the rear (west) of the house (date not confirmed), removing an earlier section evident in 1945 (Figure 5).

Description Summary

The following description includes detail contained within 'City of Malvern Heritage Study', Lewis & Aitken, 1992.

Nullagai, 429 Glenferrie Road, Malvern is situated on a large property on the west side of Glenferrie Road, between Benson Avenue and Toorak Road. The house is set behind a high fence with deep garden setback from Glenferrie Road, and a tennis court at the rear of the property.

Nullagai is an imposing Old English style house that is of particular note for its large two-storey form with prominent terracotta shingle roof. The roof extends down from the main ridge in a continuous plane over the porte cochere where it curves out to the gutter line. There is a projecting hipped dormer above the porte cochere and a series of gables to the north. The chimneys are a striking feature, rising in simple tapered forms to terracotta chimney pots. The main walls are rendered with feature sections of face brickwork. A window bay to the north of the porte-cochere features half-timbering to the upper-level and face brickwork below. Main windows feature diamond-pattern leaded glazing.

Key Features:

- Old English style house
- Large two storey form
- Rendered brick walls with feature sections of face brickwork
- Prominent gabled and hipped roof forms, clad with terracotta shingles, which curve slightly at the eaves
- Sweeping roof form to front porte cochere with projecting hipped dormer above
- Simple tapered chimneys, with feature bricks, decorative 'S' motif and multiple terracotta chimney pots
- Half-timbering to single upper level window bay with face brickwork below
- Pointed arch-headed openings
- Projecting bay windows
- Diamond-pattern leaded glazing to main windows
- Rear tennis court.

Intactness/Integrity

Nullagai remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as an Interwar Old English style house.

References

Built Heritage, 'Eric C Beedham (1895-1947)' biography, https://www.builtheritage.com.au/dua_beedham.html, accessed August 2020.

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.

Foster, D, *Toorak – Melbourne's Most Fashionable Suburb, a history of Toorak east of Kooyong Road 1840-1998*, 1999.

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

Perfin, 'The Leviathan Ltd', <<https://www.perfins.com.au/OZ-Revenue-Perfins/Victoria-Revenue-ZL-Perfins.html>>, accessed August 2020.

Stonnington History Centre, (SHC), image collection:

- MP678 Aerial photograph 1927
- MP8221 Perspective drawing 1927
- MP746 Photograph of house, c1928.

The Australian Home Beautiful, November 1928, pp 12-18.

The Age, 6 May 1989, p 45 (includes photograph).

The Age, 27 August 1994, p 46 (includes photograph).

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

Historic Images and Plans



Figure 2. Detail of aerial photograph looking south along Glenferrie Road, showing Nullagai (red arrow) possibly nearing completion in 1927. (Source: SHC MP678)



Figure 3. Perspective drawing, 1927. (Source: SHC MP8221)



Figure 4. House soon after completion, c1928. (Source: SHC MP746).



Figure 5. Aerial photograph 1945 (Source: Landata)



Figure 6. The main elevation of the house in 1992 (Lewis 1992 via SHC).

Nullagai, 429 Glenferrie Road, Malvern – Statement of Significance, June 2021

Heritage place: Nullagai, 429 Glenferrie Road, Malvern	PS ref no.: HO313
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Figure 1. 429 Glenferrie Road, Malvern (GJM Heritage, July 2020)

What is significant?

Nullagai at 429 Glenferrie Road, Malvern built in 1927 to designs by architect Eric Beedham.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The house's high level of integrity to its original design
- Old English style house
- Large two storey form
- Rendered brick walls with feature sections of face brickwork
- Prominent gabled and hipped roof forms, clad with terracotta shingles, which curve slightly at the eaves
- Sweeping roof form to front porte cochere with projecting hipped dormer above

- Simple tapered chimneys, with feature bricks, decorative 'S' motif and multiple terracotta chimney pots
- Half-timbering to single upper level window bay with face brickwork below
- Pointed arch-headed openings
- Projecting bay windows
- Diamond-pattern leaded glazing to main windows
- The siting of the rear tennis court.

Later alterations and additions are not significant. This includes the front fence.

How is it significant?

Nullagai is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Nullagai has strong associations with the early twentieth century subdivision of large estates which were established by wealthy Melbournians during the land boom of the 1880s. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Nullagai is a fine and highly intact representative example of a substantial Interwar Old English style house. It displays typical features of this style popular in the 1920s and 1930s in Malvern and across Melbourne more broadly, including asymmetrical massing with prominent roof forms, half-timbering, tall chimneys with terracotta pots, projecting bay windows and diamond pattern leadlight glazing. The original tennis court, typical of large residential estates of the period, remains at the rear of the property (Criterion D).

Nullagai is a well-considered and carefully detailed example of an Interwar Old English style house. The design by architect Eric Beedham, with main transverse gable, hipped secondary roofs and sweeping front gable, together with the use of distinctive architectural elements, including half-timbering, simple tapered chimneys and diamond-pattern leaded glazing, presents a picturesque composition of this architectural style. The retained rear tennis court contributes to the setting of the house (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

House, 16 Somers Avenue, Malvern (HO334)



Figure 1. 16 Somers Ave, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: F L & K Klingender
Construction Date: 1935	Builder: Unknown

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 Wattle Tree 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 house at 16 Somers Avenue, Malvern was constructed in 1935. The land east of Glenferrie Road was previously purchased by Cobb & Co partner, John Wagner in 1886 who developed the Stonnington Estate on this land and constructed his mansion in 1890 (remains at 336 Glenferrie Road). The eastern portion of this large Stonnington Estate was subdivided in 1935 with 26 home sites offered for sale as the 'Stonnington Fields Estate' (Auction notice 1935). It was noted that 'the allotments were designed to meet the requirements for a good type of modern residence' (*Age*, 8 April 1935:13)

Wagner Street (renamed Somers Street by 1940; now known as Somers Avenue), which at this time formed the southern boundary of the Stonnington Estate, was continued to the north to create a new eastern boundary to the reduced estate (S&M).

Architect Frederick L Klingender purchased allotment 2 in Wagner Street at the sale of the 'Stonnington Fields Estate' and designed a house for himself to be constructed at the subject site (SHC MB5199). At the time of purchase of the allotment, Klingender was a well-known twentieth century Melbourne architect who had been an Associate of the Royal Victorian Institute of Architects from 1891 and was President in 1935-36 (RVIA Journal, May 1935:39). He completed a number of residential designs in Malvern and Toorak, in association with Rodney Alsop (c1905-1921), Robert Hamilton (c1921-25) and with his son, as F L & K Klingender, from 1925.

The house was offered for sale in May 1954 as a 'charming white brick residence' (*Age*, 27 April 1954:2).

Description Summary

The following description includes detail contained within 'City of Malvern Heritage Study', Lewis & Aitken, 1992.

The house at 16 Somers Avenue, Malvern is situated on the east side of Somers Avenue with a lane forming the southern boundary.

The house at 16 Somers Avenue is a large attic-style house which has a complex terracotta shingled roof with a main longitudinal gable to the south and transverse gables to the north. The roof has a broken pitch to form a front verandah and tall clinker brick chimneys with corbelled cappings punctuate the roof line.

Key Features:

- Large attic-style house in the Interwar Old English style
- Complex terracotta shingle-clad roof with main longitudinal gable to south and transverse gables to north
- Hipped gable roof
- Broken pitch roof to form front verandah
- Tall clinker brick chimneys with corbelled cappings
- Terracotta shingle-clad hipped roof front bay
- Multi-paned, double-hung windows.

Intactness/Integrity

The house at 16 Somers Avenue remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as an Interwar Old English style house.

References

Auction Notice for the Stonington Fields Estate, 1935 (SHC).

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.

Melbourne and Metropolitan Board of Works (MMBW) Plan.

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

Raworth, B., *HO182 Moorakynne & Stonnington Precinct Citation*, 2000.

RVIA Journal, May 1935, p 39.

Sands & McDougall Directories (S&M).

Stonnington History Centre (SHC), item MB5199, Brick Residence, Wagner Street, Malvern for F L Klingender, F L & K Klingender 1935.

The Age.

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

Historic Images and Plans

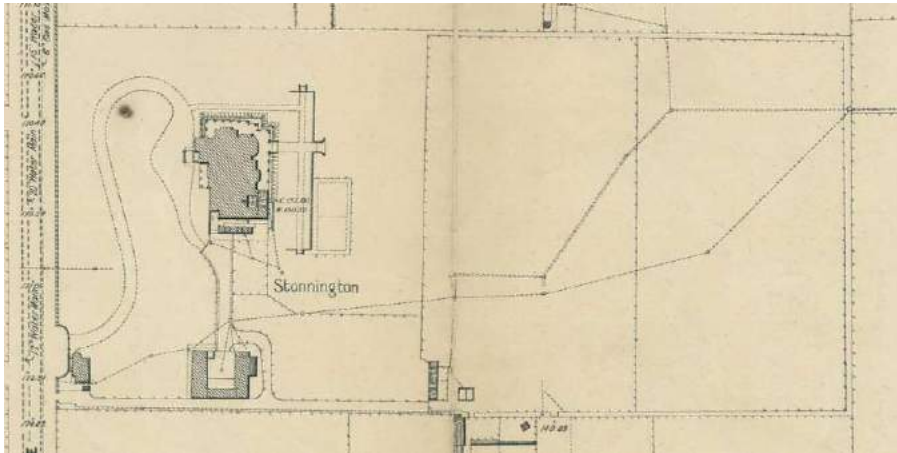


Figure 2. Detail of MMBW Plan No 59 Malvern, dated 1902, showing the extent of the Stonnington Estate before subdivision of the eastern part of the large allotment. (Source: SLV)

SATURDAY, 6th APRIL, 1935
 AT 11.30 A.M. ON THE 6th APRIL, 1935

**Stonnington Fields Estate
 MALVERN**

**26 Choice 26
 Residential Lots**

of Varying Areas and Sitings
 Attractive Sites—Beautiful Views

THE STONNINGTON FIELDS ESTATE, MALVERN, consists of 26 choice residential lots of varying areas and sitings, all of which are situated in a beautiful and healthy locality, and are all of the highest quality. The lots are all of the highest quality, and are all of the highest quality. The lots are all of the highest quality, and are all of the highest quality. The lots are all of the highest quality, and are all of the highest quality.

C. J. and T. HALL Pty. Ltd., 44 Great Street, Melbourne

Figure 3. Auction notice for the Stonnington Fields Estate, 1935. (Source: SHC MH608)



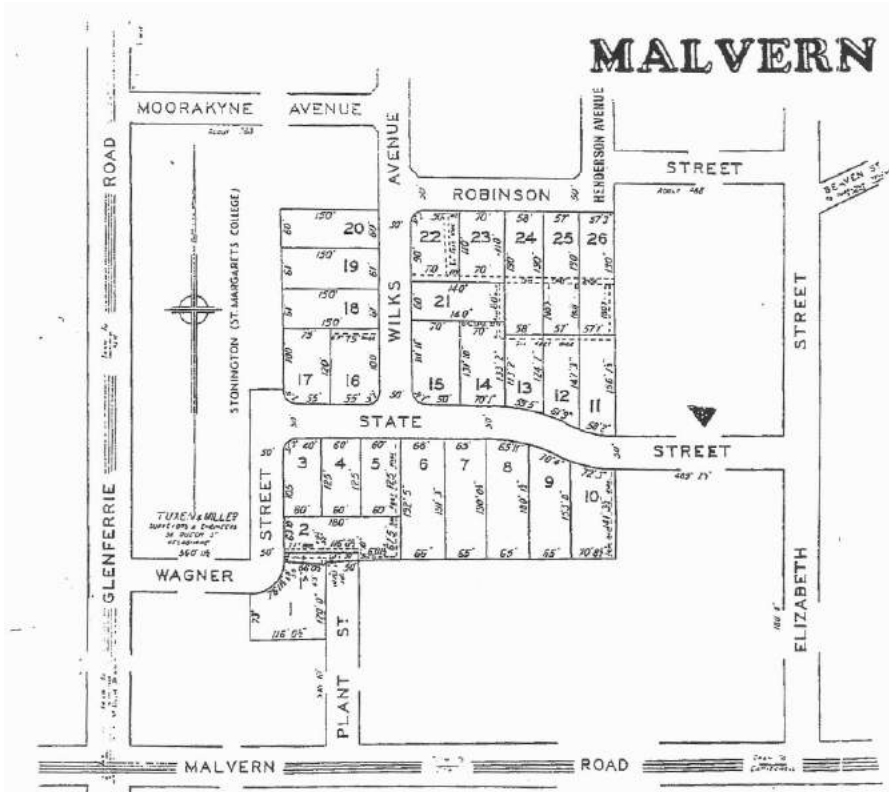


Figure 4. Detail of Stonnington Fields Estate, Malvern, auction notice 6 April 1935 (Source: Raworth 2000:8)



Figure 5. Brick residence Wagner Street, Malvern for F L Klingender, FL & K Klingender, 1935 (Source: SHC MB5199)

House, 16 Somers Avenue, Malvern – Statement of Significance, June 2021

Heritage place: House, 16 Somers Avenue, Malvern

PS ref no.: HO334



Figure 1. 16 Somers Avenue, Malvern (GJM Heritage, July 2020)

What is significant?

16 Somers Avenue, Malvern built in 1935 to designs by architects F L & K Klingender.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The house's high level of integrity to its original design
- Large attic-style house in the Interwar Old English style
- Complex terracotta shingle-clad roof with main longitudinal gable to south and transverse gables to north
- Hipped gable roof
- Broken pitch roof to form front verandah
- Tall clinker brick chimneys with corbelled cappings
- Terracotta shingle-clad hipped roof front bay
- Multi-paned, double-hung windows.

Later alterations and additions are not significant. This includes the front fence and gate.

How is it significant?

16 Somers Avenue, Malvern is of local historical, representative (architectural), aesthetic and associative significance to the City of Stonnington.

Why is it significant?

16 Somers Avenue, Malvern has strong associations with the early twentieth century subdivision of large estates which were established by wealthy Melbournians during the land boom of the 1880s. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

16 Somers Avenue, Malvern is a fine and highly intact representative example of an interwar house. It displays typical features of the Interwar Old English style popular in the interwar years in Malvern and across Melbourne more broadly, including asymmetrical massing, broad gable and hipped-gable roofs, tall chimneys, multi-paned windows and the use of materials such as terracotta roof shingles and clinker brick (Criterion D).

16 Somers Avenue, Malvern is a well-considered and carefully detailed example of an Interwar Old English-style house. The simple design, with intersecting gabled roofs and hipped-roof bay, together with the restrained use of distinctive architectural elements, including terracotta roof shingles, tall clinker brick chimneys and multi-paned windows, presents a picturesque composition of this architectural style (Criterion E).

16 Somers Avenue, Malvern has a strong association with noted architect, F L Klingender, who designed the house for himself in the 1930s. Klingender had a close association with Malvern and Toorak, having designed a number of houses in these suburbs from the early to mid-twentieth century. The house is a fine example of Klingender's residential design work from the interwar period (Criterion H).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Abbeyleix, 1 Sorrett Avenue, Malvern (HO335)



Figure 1. 1 Sorrett Avenue, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1890	Builder: Unknown

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

Originally the drive for the large Nerrena Estate to the east of Glenferrie Road, The Avenue (current Sorrett Avenue) was formed in 1887 with most houses in the street constructed c1889-90 (Lewis 1992) as part of the Malvern Grange Estate.

The post-boom economic downturn in Melbourne led to the sale of a number of Malvern allotments in July 1889, including lots 10 to 14 in Sorrett Avenue (*Age*, 16 July 1889:2). At this time Lots 13 and 14 contained weatherboard villas, Lot 11 and 12 contained incomplete weatherboard villas and Lot 10 (1 Sorrett Avenue) contained 'foundations and walls of a brick and stone building, containing ten apartments' (*Age*, 16 July 1889:2). Rate Books confirm that the National Mutual Society were the owners of this incomplete house in 1889 and that stone foundations were in place on the land that year.

Architect George Jobbins purchased the property and the 10-roomed stone and brick house was completed in 1890. Jobbins did not occupy the house but owned the property until it was purchased by George Hall in 1894. Arthur Bailey purchased the house in 1905 and the Bailey family continued to reside at 1 Sorrett Avenue until 1940 (S&M). Photos of the house taken in c1905 show members of the Bailey family and an earlier fence (Figures 4-6). The substantial bluestone dwelling was offered for sale as 'Abbeylex' in July 1940 (*Age*, 24 July 1940:2).

It is suggested that the house may have served as a private hospital in the 1940s (Orama Private Hospital registration 1941, via SHC) however the Sands and McDougall Directories list Elizabeth Barnett as the occupant from 1940 until the 1950s, and the Rate Books confirm Elizabeth Barnett as tenant in 1940.

Current aerial photographs indicate that an earlier outbuilding on the rear boundary (evident in 1902; Figure 3) was removed and an outbuilding constructed at the north-west corner of the property (dates not confirmed).

Description Summary

The following description includes detail contained within 'City of Malvern Heritage Study', Lewis & Aitken, 1992.

The house is located at the west end of Sorrett Avenue, close to Glenferrie Road, on the north side of the street.

The house is constructed of coursed rubble bluestone with cement render detailing including quoins, window frames and chimneys. The projecting window bay has a castellated parapet and hood moulds to the arch-headed windows, while the projecting entry porch also features a castellated parapet and a trefoil motif containing the date 'AD 1890'. The steeply pitched slate-clad gable roof is punctuated by tall, slender chimneys finished in cement render. The front gable end is finished with decorative timber fretwork and finial. The later pointed arched opening under the gable end creates a sleep-out porch on the front bay which replaced the earlier circular roof vent.

Key Features:

- Victorian Tudor style
- Asymmetrical elevations with projecting front gable
- Coursed rubble bluestone walls
- Steep, slate-clad gable roof forms
- Cement render detailing including quoining, window frames and chimneys
- Dominant front gable with rendered projecting bay with pointed arch-headed windows
- Decorative timber fretwork to gable ends
- Castellated parapets to window bay and entrance porch of front elevation
- Trefoil motif over entrance containing date 'AD 1890'
- Tall rendered chimney with corbelled capping at south-west corner.

Intactness/Integrity

The house at 1 Sorrett Avenue remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Tudor style house.

Changes to the property include:

- A large arch in front gable end which has replaced an original circular roof vent (this may have been an early change)
- A chimney has been removed from ridge of transverse gable
- The front fence has been replaced with reproduction cast iron fence.



Figure 2. Entrance detail (GJM Heritage, July 2020).

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.

Landata Victoria, historical aerial photograph, 1945.

Lewis & Aitken, *City of Malvern Heritage Study*, 1992

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan Malvern No 59, 1902

Sands & McDougall Melbourne Directories (S&M).

Stonnington History Centre (SHC), image collection, including:

- MP7812
- MP7815
- MP7813
- MP12230.

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

Historic Images and Plans

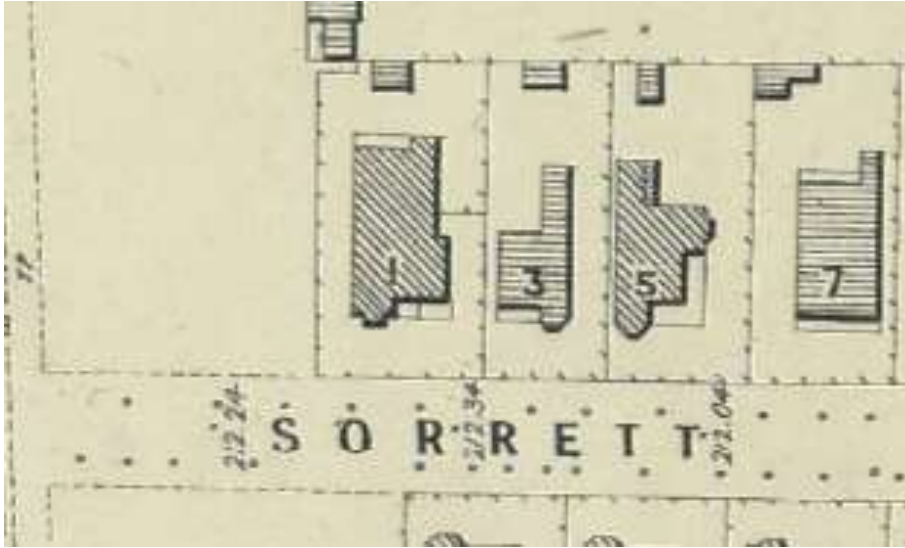


Figure 3. Footprint of the buildings at the subject site in 1902, as evident on MMBW Plan Malvern No 59, dated 1902. (Source: SLV)



Figure 4. House, 1 Sorrett Avenue, c1905. (Source: SHC MP7812)



Figure 5. House, 1 Sorrett Avenue, c1905. (Source: SHC MP7815)



Figure 6. House, 1 Sorrett Avenue, c1905. (Source: SHC MP7813)



Figure 7. Detail of a 1945 aerial showing the subject site and extent of the house and outbuildings at this date (Landata).



Figure 8. House, 1 Sorrett Avenue, 1963. (Source: SHC MP12230)

Abbeyleix, 1 Sorrett Avenue, Malvern – Statement of Significance, June 2021

Heritage place: Abbeyleix, 1 Sorrett Avenue, Malvern

PS ref no.: HO335



Figure 1. 1 Sorrett Avenue, Malvern (GJM Heritage, July 2020)

What is significant?

Abbeyleix at 1 Sorrett Avenue, Malvern, a bluestone house constructed in 1890.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the building
- The building's high level of integrity to its original design
- Victorian Tudor style house
- Asymmetrical elevations with projecting front gable
- Coursed rubble bluestone walls
- Steep, slate-clad gable roof forms
- Cement render detailing including quoining, window frames and chimneys
- Dominant front gable with rendered projecting bay with pointed arch-headed windows
- Decorative timber fretwork to gable ends
- Castellated parapets to window bay and entrance porch of front elevation

- Trefoil motif over entrance containing date 'AD 1890'
- Tall rendered chimney with corbelled capping at south-west corner.

Later alterations and additions are not significant. This includes the front fence and rear carport.

How is it significant?

Abbeyleix is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Abbeyleix has strong associations with the subdivision of large established estates in the municipality in the late 1880s by speculative investors. Constructed on an allotment in the Malvern Grange Estate subdivision, this house clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Abbeyleix is a fine and highly intact representative example of a Victorian Tudor style house. It displays features of a late nineteenth century house in Malvern and across Melbourne more broadly, including asymmetrical elevations with steep slate-clad gable roofs, projecting bay with pointed arch-headed windows, trefoil motifs, castellations and tall chimneys (Criterion D).

Abbeyleix is a well-considered and carefully detailed house from the late nineteenth century. The bluestone house, with asymmetrical elevations, cement render detail, steep slate-clad gable roofs, tall chimneys, decorative timber fretwork, quoining, castellated parapets and trefoil motif, presents a highly picturesque composition from the Victoria period (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Koomba, 1 Spring Road, Malvern (HO336)



Figure 1. 1 Spring Road, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: George F Ballantyne, designer (1909) (attributed); Alec S Eggleston (1923 addition to north-west)
Construction Date: 1909 (rear additions 1923)	Builder: George F Ballantyne

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

Koomba at 1 Spring Road, Malvern was built in 1909 on land purchased by James Ballantyne of Myamyn, Glenferrie Road, Malvern in 1905. The purchased land was situated on the corner of Spring Road and High Street, opposite the Malvern Gardens, and had a frontage of 120 ft (36.6 m) to Spring Road. Ballantyne's son, John, a dentist, acquired this allotment in 1909 and an 8-roomed two-storey house was constructed that year (Malvern Rate Books). John married Edith Lillian Stephens in June 1909 and they lived at Koomba, Spring Road, Malvern (*Prahran Telegraph*, 12 Jun 1909:5).

John's brother, designer and builder George Frederick Ballantyne, designed and constructed several houses in the Malvern area (Raworth 2014) and it is highly probable that George designed and built the house at the subject site for his brother.

In 1911 the Ballantyne family purchased the two adjoining allotments to the north, with frontages of 52 ft and 50 ft (15.8 m & 15.2 m respectively), and a tennis court was added to the property (Lewis 1992). That year the house was described as a 12-roomed brick house (Malvern Rate Books). In 1923 additions and alterations were made to the house by architect Alec S Eggleston (SHC MB3067). This included the substantial addition of a billiard room to the north side at the rear of the house, and other minor additions and alterations to the rear.

Koomba was advertised for sale in 1935 (*Herald*, 9 Oct 1935:2) and the house and adjoining allotments were purchased by Edith and Reginald Johnston. The Johnstons remained at Koomba for 40 years, until 1975 when

the property was offered for sale (*Age*, 26 Jul 1975:31). The house at this time was described as a 14-roomed house with billiard room (*Age*, 7 Aug 1975:13).

Description Summary

The following description includes detail contained within 'City of Malvern Heritage Study', Lewis & Aitken, 1992.

Koomba is situated on the west side of Spring Road, north of High Street, opposite the lake and fountain in the Malvern Public Gardens. A lane forms the south boundary and later houses have been constructed on adjacent allotments to both the north and south.

Koomba is of a simple bungalow design with a single main gable roof extending down and changing pitch to form a wide verandah to the front and side returns. The terracotta tile roof is interrupted above the front entry by a projecting porch (now infilled) with hipped roof and weatherboard balustrade (originally shingle). The gable ends have deep recessed window openings. The ground floor is clad in red brick which is used in an expressive manner to form an unusual balustrade to the verandah with brick piers and capping. The building is symmetrical about the main entry stairs with symmetrical window bays within the wide verandah.

Key Features:

- Federation bungalow style house with symmetrical front elevation
- Attic-style house
- Red brick walls
- Unglazed terracotta tile-clad roof
- Simple overall massing with main transverse gable, and large gable and secondary hipped roofed wings to the rear
- Broad front roof plane with prominent central projecting hipped-roof balcony
- Exposed rafter ends
- Deep verandah across the front elevation with returns to both sides, forming a bellcast roof to the front elevation
- Brick piers and capped brick balustrade to the verandah, accessed from central flight of steps
- Symmetrical front window bays
- Simple brick chimneys with slim plate cappings
- Mature Canary Island Palm (*Phoenix canariensis*) and Eucalyptus sp. In front garden.

Intactness/Integrity

The house remains highly intact to its period of construction and retains a high degree of integrity. Shingles to the upper porch have been replaced with weatherboards.

References

B Raworth Pty Ltd, *City of Stonnington Interwar Houses Study*, 2014.

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

Laceworks Landscape Cooperative, *City of Malvern Urban Character Study*, 1988.

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Malvern Rate Books.

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

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Sands and McDougall Directories (S&M).

Stonnington Heritage Centre (SHC).

The Age.

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

Historic Images and Plans

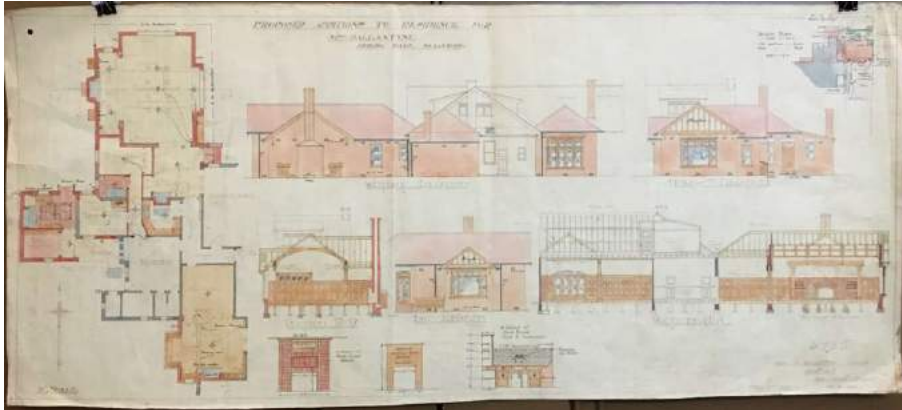


Figure 2. Proposed additions to residence for Mrs Ballantyne, Spring Road, Malvern 1923 (SHC MB3067).



Figure 4. Detail of a 1963 aerial showing the house and palm at the subject site (Landata).

Koomba, 1 Spring Road, Malvern – Statement of Significance, June 2021

Heritage place: Koomba, 1 Spring Road, Malvern

PS ref no.: HO336



Figure 1. 1 Spring Road, Malvern (GJM Heritage, July 2020)

What is significant?

Koomba at 1 Spring Road, Malvern, built in 1909 probably to designs by builder George F Ballantyne, and substantial additions to the north-west in 1923 to designs by architect Alec S Eggleston.

Elements that contribute to the significance of the place include (but are not limited to):

- The external form, materials and detailing of the house comprising both the original and 1923 phases of development
- The house's high level of integrity to its 1923 state
- Federation bungalow style house with symmetrical front elevation
- Attic-style house
- Red brick walls
- Unglazed terracotta tile-clad roof
- Simple overall massing with main transverse gable, and large gable and secondary hipped roofed wings to the rear
- Broad front roof plane with prominent central projecting hipped-roof balcony
- Exposed rafter ends

- Deep verandah across the front elevation with returns to both sides, forming a bellcast roof to the front elevation
- Brick piers and capped brick balustrade to the verandah, accessed from central flight of steps
- Symmetrical front window bays
- Simple brick chimneys with slim plate cappings
- Mature Canary Island Palm (*Phoenix canariensis*) and Eucalyptus sp. in front garden.

Later alterations and additions are not significant. This includes the high front fence.

How is it significant?

Koomba is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Koomba has strong associations with the early twentieth century subdivision of large land holdings in the municipality. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Koomba is a fine and highly intact representative example of a Federation house. It displays typical features of the Federation Bungalow style popular in the early twentieth century in Malvern and across Melbourne more broadly, including simple massing with broad roof planes, a deep verandah with brick piers and prominent central hipped-roof balcony and the use of materials such as brick and terracotta tiles (Criterion D).

Koomba is a well-considered and carefully detailed example of what can broadly be described as a Federation Bungalow house, with interwar additions to the north-west. The simple design – likely to have been by architect George F Ballantyne – with broad main gable and projecting balcony to the first-floor roof space, together with the restrained use of distinctive architectural elements, including brick verandah piers and simple chimneys, presents a picturesque composition of this architectural style. A mature Canary Island Palm (*Phoenix canariensis*) and Eucalyptus sp. at the front of the property contributes to the setting (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Roma, 44 Stanhope Street, Malvern (H0337)



Figure 1. 44 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: c1886	Builder: John Wright

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

Roma at 44 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice). The original Winter's Estate subdivision included seven large allotments on the south side of Stanhope Street, between Glenferrie Road and Irving Street, and subsequent re-subdivision created smaller allotments between large end allotments.

44 Stanhope Street was a large allotment near the Glenferrie Road corner and by 1886 a house had been built on the site (Figure 3). Builder John Wright owned this allotment at this time and presumably designed and built the house which he then occupied for three years (*Age*, 10 April 1888:8). In 1889 the house was purchased by Alfred Mellor who remained the owner and occupier until it was purchased by John de Groot in 1891 (Malvern Rate Books). At this date it was described as an 8-roomed brick house. In 1901 the house was named 'Roma' (S&M). There have been various owners and occupants of 44 Stanhope Street since this time.

The western portion of the allotment was subdivided and sold in the early twentieth century (between 1902 and 1945, see Figures 3-4). Current aerial photographs indicate that a later addition has been constructed off the rear of the house (date not known).

Description Summary

Roma at 44 Stanhope Street, Malvern is situated on the south side of Stanhope Street, near the corner of Glenferrie Road. The house has a modest setback from the street frontage and is clearly visible behind a modern timber picket fence.

This single-storey polychromatic brick house has Victorian Italianate detailing consisting of a rendered balustraded parapet with prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera. Chimney cornices are typical of the era, while behind the parapet are slate-clad hipped roof forms. The two projecting bays, either side of a central wall with niche, have three double-hung segment-arch windows.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls
- Concealed slate-clad double hipped roof
- Symmetrical front elevation with projecting polygonal bays either side of a central wall with niche with decorative corbelled base
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera (the latter detailing replicated at 46 and 50 Stanhope Street, the first three of this group of ten houses built by Wright)
- Verandah and entry to east side
- Simple unframed segmental arch-headed window openings to projecting bays
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 44 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1743, 1902.

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

Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

The Age.

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

Historic Images and Plans



Figure 2. Winter's Estate subdivision, showing the original subdivision of the south side of Stanhope Street, 1881. (Source: SLV)

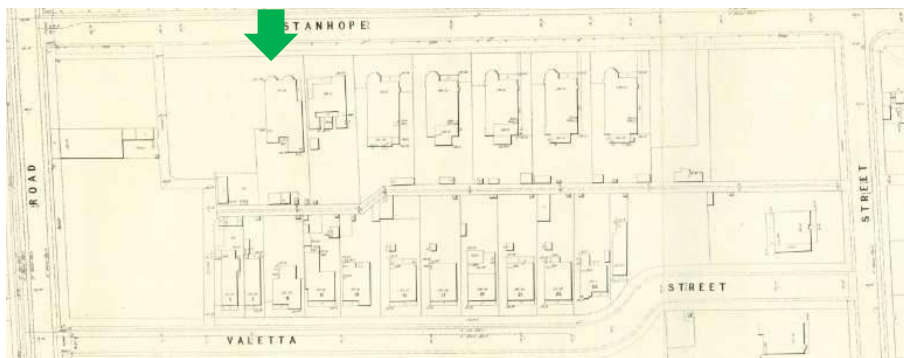


Figure 3. Detail of MMBW Plan No 1743, dated 1902, showing seven houses at 44-54 Stanhope Street. Green arrow indicates no. 44 (Source: SLV)



Figure 4. Aerial photograph showing houses at 44-54 Stanhope Street, Malvern, 1945. Green arrow indicates no. 44 (Source: Landata)

Roma, 44 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: Roma, 44 Stanhope Street, Malvern

PS ref no.: HO337



Figure 1. 44 Stanhope Street, Malvern (GJM Heritage, July 2020)

What is significant?

Roma at 44 Stanhope Street, Malvern, a Victorian Italianate house built by 1886 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls
- Concealed slate-clad double hipped roof
- Symmetrical front elevation with projecting polygonal bays either side of a central wall with niche with decorative corbelled base
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera

- Verandah and entry to east side
- Simple unframed segmental arch-headed window openings to projecting bays
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes alterations and additions to the rear of the house.

How is it significant?

Roma is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Roma has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period extensive tracts of land in Malvern were subdivided into suburban residential estates and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

Roma is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The symmetrical front elevation, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze is typical of the style (Criterion D).

Roma is a carefully designed and well-resolved example of a Victorian Italianate house. The symmetrical front elevation, with a profusion of classical architectural elements including balustrading, shell and mask motifs, acroteria, and cornice with dentilled frieze with vermiculated panels and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Branksea, 46 Stanhope Street, Malvern (HO338)



Figure 1. 46 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: by 1886	Builder: John Wright

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

Branksea at 46 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street (including the subject site) were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice). The original Winter's Estate subdivision included seven large allotments on the south side of Stanhope Street, between Glenferrie Road and Irving Street, and subsequent re-subdivision created smaller allotments between large end allotments.

46 Stanhope Street was the westernmost of the smaller allotments, and by 1886 a house had been built on the site. Edward Major owned this allotment at this time, however it is probable that the owner and developer of the adjoining allotments, builder John Wright, was also responsible for the design and construction of the 8-roomed house at the subject site (Figure 3). Each of the houses in the row were given a name below the pediment; no. 46 was named 'Branksea'. Major continued to reside at 46 Stanhope Street until at least 1905 (S&M).

There have since been various owners and occupants of 46 Stanhope Street. Current aerial photographs indicate that alterations and additions have been carried out at the rear of the house, and an outbuilding constructed on the rear boundary (dates not known; post-1945 as per Figure 4).

Description Summary

Branksea at 46 Stanhope Street, Malvern is situated on the south side of Stanhope Street, near the corner of Glenferrie Road. The house has a modest setback from the street frontage and is clearly visible behind a modern timber picket fence.

This single-storey polychromatic brick house has Victorian Italianate detailing consisting of a rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera. Chimney cornices are typical of the era, while behind the parapet are slate-clad hipped roof forms. The projecting bay has a single, double-hung rectangular window.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls
- Concealed slate-clad double hipped roof with rear side hip
- Asymmetrical plan with projecting rectangular bay and adjoining verandah
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera (the latter detailing replicated at 44 and 50 Stanhope Street, the first three of this group of ten houses built by Wright)
- Simple unframed rectangular window opening to projecting bay
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 46 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1743, 1902.

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

Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

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

Historic Images and Plans



Figure 2. Winter's Estate subdivision, showing the original subdivision of the south side of Stanhope Street, 1881. (Source: SLV)

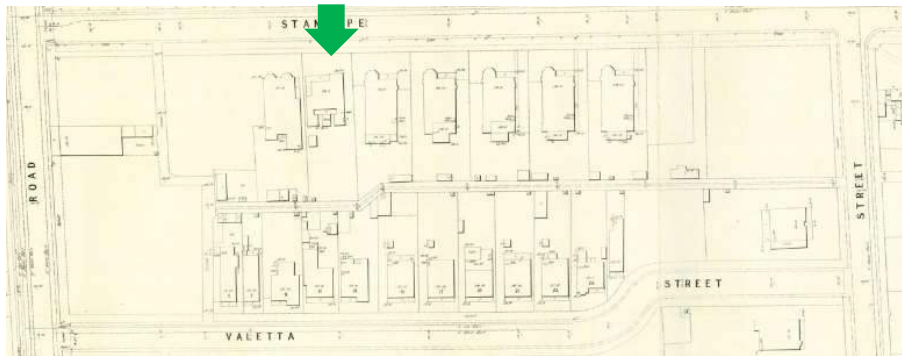


Figure 3. Detail of MMBW Plan No 1743, dated 1902, showing seven houses at 44-54 Stanhope Street. Green arrow indicates no. 46 (Source: SLV)



Figure 4. Aerial photograph showing houses at 44-54 Stanhope Street, Malvern, 1945. Green arrow indicates no. 46 (Source: Landata)



Branksea, 46 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: Branksea, 46 Stanhope Street,
Malvern

PS ref no.: HO338



Figure 1. 46 Stanhope Street, Malvern (GJM Heritage, July 2020)

What is significant?

Branksea at 46 Stanhope Street, Malvern, a Victorian Italianate house built by 1886 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls
- Concealed slate-clad double hipped roof with rear side hip
- Asymmetrical plan with projecting rectangular bay and adjoining verandah
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera

- Simple unframed rectangular window opening to projecting bay
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes additions and alterations to the rear of the house.

How is it significant?

Branksea is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Branksea has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period extensive tracts of land in Malvern were subdivided into suburban residential estates and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

Branksea is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze, is typical of the style (Criterion D).

Branksea is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation with projecting bay, and the profusion of decorative classical architectural elements, including a balustraded parapet with name plate, shell and mask motifs, acroteria, and cornice with dentilled frieze with vermiculated panels and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Inverleith, 50 Stanhope Street (HO339)



Figure 1. 50 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1888	Builder: John Wright

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

Inverleith, 50 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street (including the subject site) were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice). The original Winter's Estate subdivision included seven large allotments on the south side of Stanhope Street, between Glenferrie Road and Irving Street, and subsequent re-subdivision created smaller allotments between large end allotments.

50 Stanhope Street was one of the smaller allotments and by 1888 a house had been built on the site. Builder John Wright owned the land (Allotment 31) from at least 1886 and it is probable that he was responsible for the design and construction of this 8-roomed brick house (Figure 3). Each of the houses in the row were given a name below the pediment; no. 50 was named 'Inverleith'. James Scott was the first owner and occupant of this house and it remained in the Scott family until at least 1925 (S&M). There have since been various owners and occupants of this house.

Current aerial photographs indicate that additions have been constructed off the side and rear elevations of the house (date not known).



Description Summary

Inverleith at 50 Stanhope Street, Malvern is situated on the south side of Stanhope Street, near the corner of Glenferrie Road. The house has a modest setback from the street frontage and the front elevation is largely obscured by a modern timber picket fence.

This single-storey polychromatic brick house has Victorian Italianate detailing consisting of a rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera. Chimney cornices are typical of the era (one chimney retains its terracotta chimney pot), while behind the parapet are slate-clad hipped roof forms. The projecting bay polygonal has three double-hung segment-arch windows. The front verandah has an ogee-profile roof form, clad with corrugated iron, supported on cast iron columns and frieze.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze
- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera (the latter detailing replicated at 44 and 56 Stanhope Street, the first three of this group of ten houses built by Wright)
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 50 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1743, 1902.

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

Plan of Subdivision Winter's Estate, 1881.

Sands and McDougall Melbourne Directories (S&M).

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

Historic Images and Plans



Figure 2. Winter's Estate subdivision, showing the original subdivision of the south side of Stanhope Street, 1881. (Source: SLV)

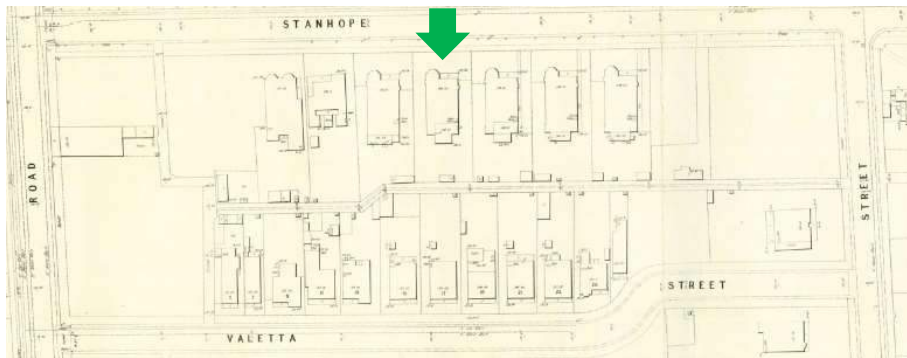


Figure 3. Detail of MMBW Plan No 1743, dated 1902, showing seven houses at 44-54 Stanhope Street. Green arrow indicates no. 50 (Source: SLV)



Figure 4. Aerial photograph showing houses at 44-54 Stanhope Street, Malvern, 1945. Green arrow indicates no. 50 (Source: Landata)



Inverleith, 50 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: Inverleith, 50 Stanhope Street, Malvern

PS ref no.: HO339



Figure 1. 50 Stanhope Street, Malvern (GJM Heritage, July 2020)

What is significant?

Inverleith at 50 Stanhope Street, Malvern, a Victorian Italianate house built in 1888 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls
- Concealed slate-clad double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining ogee-profile verandah with cast iron columns and frieze

- Highly decorative cement rendered balustraded parapet with name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with dentilled frieze with vermiculated panels and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes additions and alterations to the side and rear of the house as well as the front fence.

How is it significant?

Inverleith is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Inverleith has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period extensive tracts of land in Malvern were subdivided into suburban residential estates and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

Inverleith is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation of polychromatic brickwork, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze, is typical of the style (Criterion D).

Inverleith is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation with projecting polygonal bay, and the profusion of decorative classical architectural elements, including balustraded parapet with name plate, shell and mask motifs, acroteria, and cornice with dentilled frieze with vermiculated panels and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Darjeeling, 52 Stanhope Street, Malvern (HO340)



Figure 1. 52 Stanhope Street, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Unknown
Construction Date: 1889	Builder: John Wright

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 Wattle tree 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

Darjeeling, 52 Stanhope Street, Malvern is one of ten similarly detailed houses which were built on the south side of Stanhope Street, east of Glenferrie Road, at the height of the Melbourne land boom. These include houses at 44, 46, 48, 50, 52, 54, 56, 86, 88 and 92 Stanhope Street which were all built between 1886 and 1891 on land purchased by builder John Wright (Malvern Rate Books). Houses at 44-56 Stanhope Street (including the subject site) were built on allotments in the Winter's Estate subdivision of 1881 (Plan of Subdivision) and the houses at 86, 88 and 92 Stanhope Street on allotments in the Stanhope Park subdivision of 1888 (Auction notice). The original Winter's Estate subdivision included seven large allotments on the south side of Stanhope Street, between Glenferrie Road and Irving Street, and subsequent re-subdivision created smaller allotments between large end allotments.

52 Stanhope Street was one of the smaller allotments and by 1889 a house had been built on the site. Builder John Wright owned the land (Allotment 30) the previous year and it is probable that he was responsible for the design and construction of this 8-roomed brick house (Figure 3). Each of the houses in the row were given a name below the pediment; no. 52 was named 'Darjeeling'. First owner and occupant, Thomas Patterson, continued to occupy this house until 1904 (S&M).

Since the nineteenth century, there have been various owners and occupants of 52 Stanhope Street. Current aerial photographs indicate that additions have been constructed off the rear and side elevations of the house (date not confirmed; post-1945 see Figure 4).



Description Summary

Darjeeling, at 52 Stanhope Street, Malvern is situated on the south side of Stanhope Street, near the corner of Glenferrie Road. The house has a modest setback from the street frontage and the front elevation is largely obscured by a tall, ivy-covered fence.

This single-storey brick (overpainted) house has a parapeted and balustraded façade with Victorian Italianate detailing consisting of a prominent semicircular pediment containing shell and mask motifs and acroteria, name plate, and cornice with frieze of consoles and patera. Chimney cornices are typical of the era, while behind the parapet are hipped roof forms. The projecting bay has three double-hung segment-arch windows. The front verandah has a raking-profile roof form, clad with corrugated iron, supported on cast iron columns and frieze.

Key Features:

- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining verandah with cast iron frieze
- Highly decorative cement rendered balustraded parapet with urns, name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera
- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Intactness/Integrity

The house at 52 Stanhope Street remains highly intact to its period of construction. The place retains a high degree of integrity and legibility as a Victorian Italianate house.

References

Auction Notice for Stanhope Park Malvern, 1888.

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.

Landata Victoria, historical aerial photograph, 1945.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1743, 1902.

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

Plan of Subdivision Winter's Estate.

Sands and McDougall Melbourne Directories (S&M).

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

Historic Images and Plans



Figure 2. Winter's Estate subdivision, showing the original subdivision of the south side of Stanhope Street, 1881. (Source: SLV)

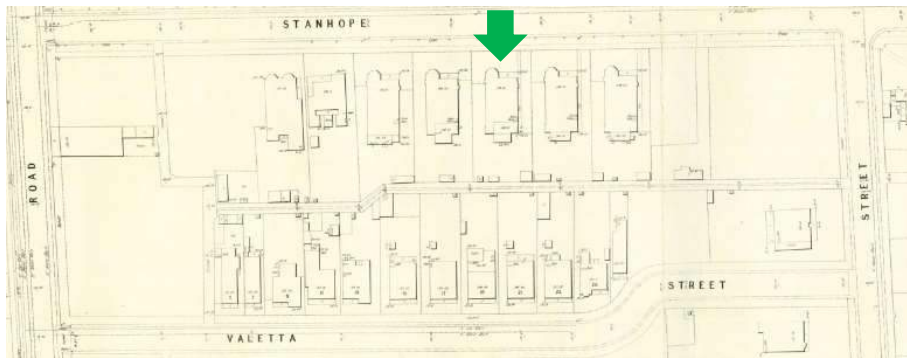


Figure 3. Detail of MMBW Plan No 1743, dated 1902, showing seven houses at 44-54 Stanhope Street. Green arrow indicates no. 52 (Source: SLV)



Figure 4. Aerial photograph showing houses at 44-54 Stanhope Street, Malvern, 1945. Green arrow indicates no. 52 (Source: Landata)



Darjeeling, 52 Stanhope Street, Malvern – Statement of Significance, June 2021

Heritage place: Darjeeling, 52 Stanhope Street, Malvern

PS ref no.: HO340



Figure 1. 52 Stanhope Street, Malvern (GJM Heritage, July 2020)

What is significant?

Darjeeling at 52 Stanhope Street, Malvern, a Victorian Italianate house built in 1889 by builder John Wright.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The high level of integrity to its original design
- Victorian Italianate style house
- Polychromatic brick walls (overpainted)
- Double hipped roof
- Asymmetrical plan with projecting polygonal side bay and adjoining verandah with cast iron frieze
- Highly decorative cement rendered balustraded parapet with urns, name plate, prominent semicircular pediment containing shell and mask motifs and acroteria, and cornice with frieze of consoles and patera

- Simple unframed segmental arch-headed window openings to projecting bay
- Cement rendered chimneys with corniced capping.

Later alterations and additions are not significant. This includes alterations and additions to the side and rear of the house and the front fence.

How is it significant?

Darjeeling is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

Darjeeling has clear associations with the boom period in suburban Melbourne in the late 1880s and early 1890s. In this period extensive tracts of land in Malvern were subdivided into suburban residential estates and allotments were purchased for the construction of middle-class housing. This house is one of a group of ten similarly detailed houses built on neighbouring allotments in Stanhope Street to illustrate this boom period of development (Criterion A).

Darjeeling is a fine and highly intact representative example of a Victorian middle-class house from the late 1880s. The house strongly reflects the boom period Italianate style popular in the 1880s and 1890s in Malvern and across Melbourne more broadly. The asymmetrical front elevation, with highly decorative balustraded parapet, elaborate central pediment and cornice frieze is typical of the style (Criterion D).

Darjeeling is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical front elevation, with a profusion of classical architectural elements including balustrading, shell and mask motifs, acroteria, consoles and patera, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION

Wombalana – 704 Toorak Road, Malvern (HO343)



Figure 1. 704 Toorak Road, Malvern (GJM Heritage, July 2020).

DATE: June 2021

Place type: House	Architect: Not known
Construction Date: 1910	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

Wombalana at 704 Toorak Road, Malvern was built in 1910 on the south side of Toorak Road, east of Glenferrie Road. Walter H Lewis owned a substantial allotment in this location, with a frontage of 225 ft (68.8 m), and in 1910 his daughter, Doris Luxton, acquired the western two thirds of his property (Malvern Rate Books). By the following year, Luxton had sold a third of her land and the 1910-11 rate books recorded an eight-roomed timber house 'in course of erection' on her retained allotment (the subject site) (Malvern Rate Books).¹ Doris and her husband Harold Luxton moved to their new house in Toorak Road in February 1911 (*Prahran Telegraph*, 18 Feb 1911:7) after marrying at St George's Anglican Church, Malvern in 1909 (*Melbourne Punch*, 25 Nov 1909:32). Numerous references made to the house in the 1911-1914 period refer to the house as 'Wombalana' (*Age*, 24 Jun 1911:8; *Argus*, 3 Feb 1912:13; Rate Book 1913-14). Harold served in World War I and after his return in 1917, the Luxton's sold the property.

Doris's father Walter H Lewis was Mayor of Malvern in 1904-05 (*Melbourne Punch*, 25 Nov 1909:32) and Harold Luxton was the son of MLC Hon Thomas Luxton. Harold stood for the Melbourne City Council in 1919

¹ Lewis (1992:365) noted that architect W A M Blackett was recorded as the agent on MMBW Drainage Plan No. 15260 for the property, but comments that the plan appears to have coincided with later works and not the original construction of the house. No evidence was found confirming W A M Blackett as the architect of the house.

and in 1928 became the youngest Lord Mayor of Melbourne. He was subsequently knighted in 1932 (Dunstan 1986).

Wombalana was numbered 42 Toorak Road in 1920 and in 1934-35 was renumbered 704-06 Toorak Road (Malvern Rate Books).

Description Summary

The following description includes detail contained within 'City of Malvern Heritage Study', Lewis & Aitken, 1992.

Wombalana is situated on a large allotment on the south side of Toorak Road, to the east of Glenferrie Road. The house is located at the rear boundary of the property and has a substantial front garden and high front fence.

Wombalana is a single-storey bungalow style house with timber walls and a slate-clad roof. The front elevation is dominated by a wide gable, the upper section of which is clad in shingles, with eaves supported by strut-like bracket supports. The top apex of the gable has a slim horizontal band of double louvres. The jettied gable is supported on projecting ceiling joists. The roof is punctuated by tall roughcast rendered chimneys within elevated cappings. A deep recessed porch is located under the front gable with rectangular timber lattice frieze and infill between double timber posts. A triple set of double hung windows with multi-paned upper sashes is also evident on the front elevation.

Key Features:

- Federation bungalow style house which is elevated well above ground level
- Timber walls
- Slate-clad roof
- Simple overall massing with single broad longitudinal gable roof and secondary gables to either side
- Jettied gables with wall-hung shingle-clad apexes of bell-cast form, supported on projecting ceiling joists
- Narrow band of double louvres in front gable end
- Deep eaves and gable end overhangs, with exaggerated strut-like bracket supports
- Exposed rafter ends
- Tall rough cast rendered chimneys with elevated cappings
- Deep recessed porch under the front gable with rectangular timber lattice frieze and infill between double timber posts
- Triple set of double hung windows with multi-paned upper sashes to front elevation
- Rear hipped-roof timber wing with similar detailing, may have been an early addition to the house.

Intactness/Integrity

The house remains highly intact to its period of construction and retains a high degree of integrity. A rear hipped-roof timber wing with similar detailing, may have been an early addition to the house.

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.

Dunstan, D., 'Luxton, Sir Harold Daniel (1888-1957)', *Australian Dictionary of Biography*, 1986, via <<http://adb.anu.edu.au/biography/luxton-sir-harold-daniel-7264>>, accessed August 2020.

Malvern Rate Books.

Melbourne and Metropolitan Board of Works (MMBW) Plan No 1771, Malvern, 1907.

Melbourne Punch.

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

Prahran Telegraph.

Sands & MacDougall.

Stonnington History Centre (SHC), image collection as cited.

The Age.

The Argus.

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

Historic Images and Plans

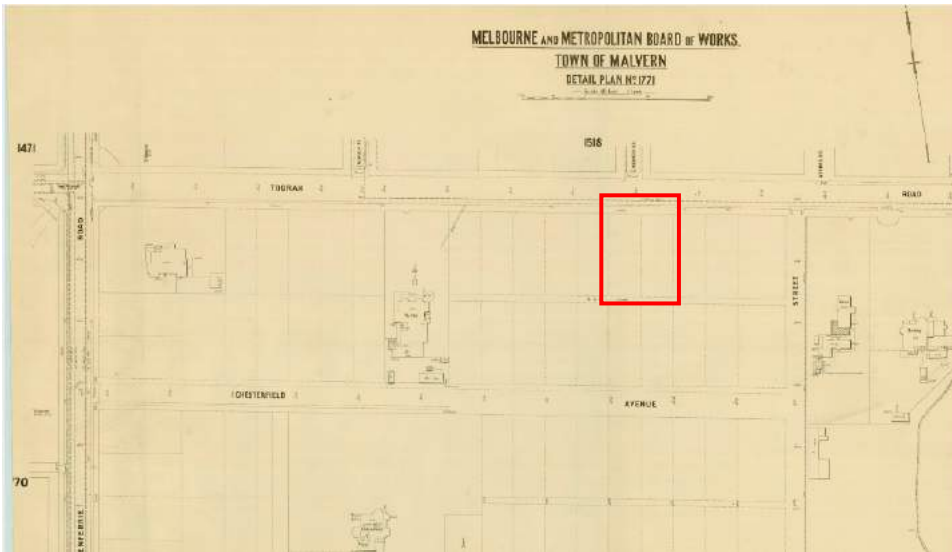


Figure 2. Detail of MMBW Plan No 1771, Malvern, dated 1907. Red outline shows the vacant subject site (Source: SLV).



Figure 3. House from the north-east in 1992; the bay on the right fronts Toorak Road (Source: N Lewis 1992, via SHC MP13063)

Wombalana, 704 Toorak Road, Malvern – Statement of Significance, June 2021

Heritage place: Wombalana, 704 Toorak Road,
Malvern

PS ref no.: HO343



Figure 1. 704 Toorak Road, Malvern (GJM Heritage, July 2020)

What is significant?

Wombalana at 704 Toorak Road, Malvern built in 1910.

Elements that contribute to the significance of the place include (but are not limited to):

- The original external form, materials and detailing of the house
- The house's high level of integrity to its original design
- Federation bungalow style house which is elevated well above ground level
- Timber walls
- Slate-clad roof
- Simple overall massing with single broad longitudinal gable roof and secondary gables to either side
- Jettied gables with wall-hung shingle-clad apexes of bell-cast form, supported on projecting ceiling joists
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- Triple set of double hung windows with multi-paned upper sashes to front elevation
- Rear hipped-roof timber wing with similar detailing, may have been an early addition to the house.

Later alterations and additions are not significant. This includes the front fence.

How is it significant?

Wombalana is of local historical, representative (architectural), aesthetic and associative significance to the City of Stonnington.

Why is it significant?

Wombalana has strong associations with early twentieth century subdivision of large land holdings in the municipality. The place clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Wombalana is a fine and highly intact representative example of a Federation house. It displays typical features of the Federation Bungalow style popular in the early twentieth century in Malvern and across Melbourne more broadly, including simple massing with broad roof planes, prominent jettied gables with bell-cast form and wall-hung timber shingle cladding, wide eaves with exposed rafters and exaggerated strut-like brackets and a deep recessed porch (Criterion D).

Wombalana is a well-considered and carefully detailed example of what can broadly be described as a Federation Bungalow house. The simple design, with broad main gable and multiple projecting side gables, together with the restrained use of distinctive architectural elements, including jettied bell-cast gable ends, exaggerated strut-like bracketing, wall-hung timber shingle cladding, lattice porch detailing and tall rough cast rendered chimneys, presents a picturesque composition of this architectural style (Criterion E).

Wombalana has an association with Harold Luxton, who became Lord Mayor of Melbourne in 1919 and was knighted in 1928. The house was built for the newly married Harold and Doris Luxton in 1910, and they lived at Wombalana until the late 1910s (Criterion H).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

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

BACKGROUND INFORMATION:

Claremont Avenue Precinct, Malvern (HO156)



Figure 1. Claremont Avenue, Malvern (looking south-west) (GJM Heritage, March 2021).

DATE: June 2021

Place type: Residential Precinct	Architect: Various
Construction Date: Mid 1880s to c1940	Builder: Various

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Precinct History Summary

[The following history is drawn from Bryce Raworth's Citation for Claremont Avenue Precinct, Malvern, 2000, with additional information as cited].

Prior to the first land sales in 1840, pastoralists occupied what was to become the District of Gardiner. The first pastoralist was John Gardiner, after whom the district was named, who arrived in 1836. When the area was first surveyed it was divided into allotments suitable for gardens, orchards and farms. In 1856 the Gardiner Road District was proclaimed, extending from Gardiners Creek to Kooyong, Dandenong and Warrigal roads.

Bounded by Glenferrie, Wattle Tree, Tooronga and Dandenong roads in what is now known as the suburb of Malvern, the Claremont Avenue Precinct is situated on land first sold between 1854 and 1858 to various speculative buyers as Crown Portions 58-71 in the Township of Gardiner, Parish of Prahran (Figure 2). A house from this early period remains at 196 Wattle Tree Road, on the corner of Glendearg Grove, which appears to have formed part of the Wattle Tree Hotel (HO116).

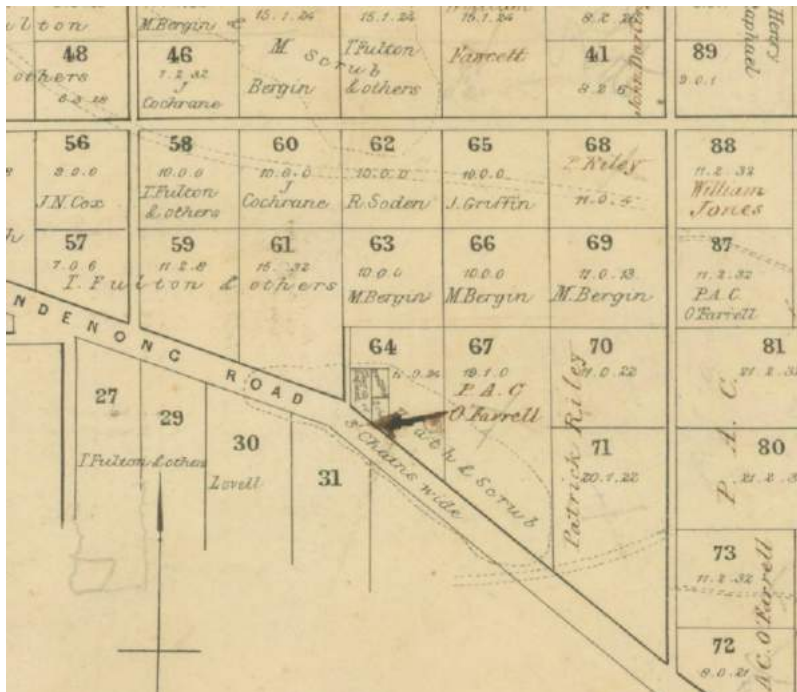


Figure 2. An 1857 'Plan of suburban allotments' in the Township of Gardiner, showing lot 59 to 71 in the precinct area (SLV, Filename dq006642).

The first speculative buyers included the syndicate of Thomas Fulton, Lachlan MacKinnon and Frederick Sargood (the Victorian Freehold Land Society), who purchased lots 58, 59 and 61 adjacent to what was to become Glenferrie Road. Matthew Bergin purchased lots 63, 66 and 69, while lot 60 was sold to John Cochrane and lot 62 to Robert Soden. Adjacent to Tooronga Road, Patrick Riley purchased lots 68, 70 and 71. Speculator Peter Andrew Charles O'Farrell purchased a number of allotments in Gardiner including lot 67 in 1858.

These lots were further subdivided into smaller lots and on-sold. Subsequent owners included Charsley (of 'Pine Hill' north of Wattletree Road), who purchased part of lot 61 in 1862, lot 62 in 1864 and lots 63, 66 and 69 two years later. Robert Hunter, farmer, purchased lots 63, 66 and 69 in 1873. The same year, Glendearg Grove south of Hunter Street was surveyed as a government road. Although two acres of land were reserved for the Church of England at the corner of Glendearg Grove and Dandenong Road, lot 64 was not sold until 1871 when it was purchased by merchant Thomas Alway. Lot 61 was divided into four parcels and sold as separate allotments, all of which were purchased by Frederick Collier Christey in 1868.

The subdivision and development of these allotments was stimulated by the extension of the railway line from South Yarra to Oakleigh in 1879 (*Weekly Times*, 5 Apr 1879:16) as part of the project to connect the suburban network with the country rail service to Gippsland. Constructed parallel to Dandenong Road, the railway line forms the southern boundary of the Claremont Avenue Precinct, with Malvern Station built just east of Glenferrie Road. This had an immediate impact on the previously isolated district and resulted in a growth in both residential and commercial development, particularly in the vicinity of the station, which coincided with the suburban land boom that followed in the 1880s.

Land directly north of the station, close to Glenferrie Road was the first to be subdivided, with Chandlers Road, Gordon Grove and Evandale Road created in 1885. Detached weatherboard villas were soon constructed in these streets by speculators, while polychromatic brick villas were constructed at the west end of Railway Road (now Claremont Avenue), which extended east from Malvern Station to Tooronga Road.

Malvern Station Estate was created east of this initial residential development. A total of 185 allotments were offered for sale in c1888, advertised by Munro & Baillieu (Figure 3) (*Melbourne Punch*, 25 Oct 1888:11; Malvern Station Estate sale notice, 1888). At that time Munro and Baillieu were Melbourne's most successful

auctioneers and estate agents. Donald Munro, the son of landboomer and Premier James Munro, was later elected Malvern Shire President.

Local developer William Valentine Bailey purchased a number of allotments in the Malvern Station Estate and in c1895 proceeded to build several houses in Claremont Avenue. William V Bailey was a Malvern Councillor from 1900-6 and Mayor in 1903-4. He also developed Bailey's Garden Estate in c1900, forming Bailey Avenue and Valentine Grove, Armadale, just east of the precinct.

In terms of the development of streets within the precinct, Glendearg Grove north of Hunter Street was partly laid out prior to 1888, and reportedly completed in 1890. The same year Claremont Avenue (originally Railway Road) was created east of Glendearg Grove. Soudan Street (originally Commercial Road) and McKinley Avenue (originally Malvern Avenue) were created at the peak of the land boom in 1888. When Thomas Alway's lot 64 was subdivided, plans were lodged in 1889 for Rushmead Street and Raleigh Street. Hunter Street which had been surveyed north of portion 64A in 1871, was created in 1886.

In March 1890, an allotment on Glendearg Grove at the corner of Hunter Street was purchased for a Methodist Church. Money was borrowed to purchase the land and to erect a weatherboard church. The present brick church building was built in 1904 and enlarged in 1918. The original timber building was replaced by a brick hall, while a new Sunday School was built in 1928, designed by architect Alec Eggleston.

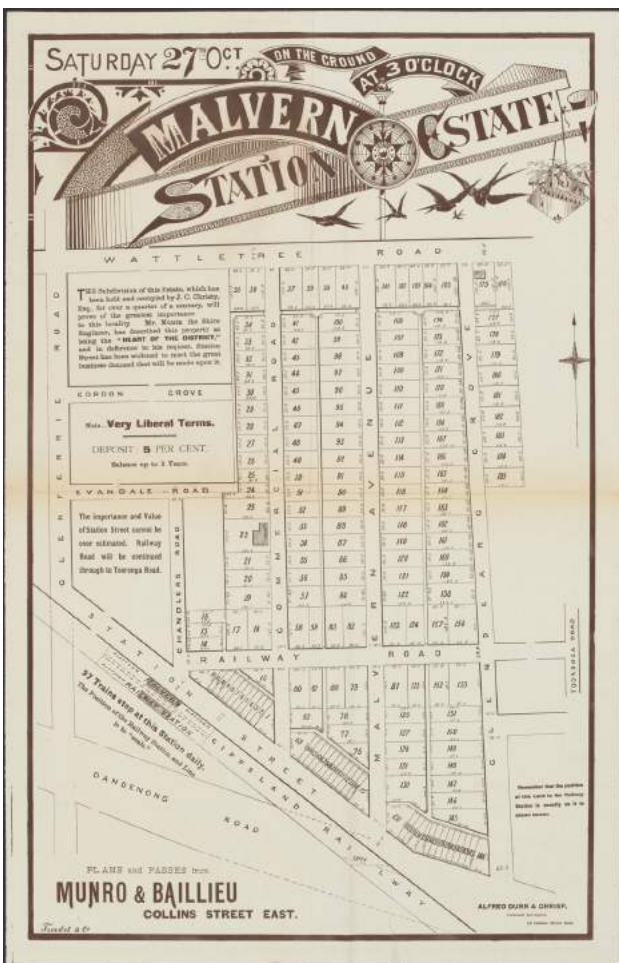


Figure 3. Sale Notice for Malvern Station Estate, dated c1888 (Source: SLV).

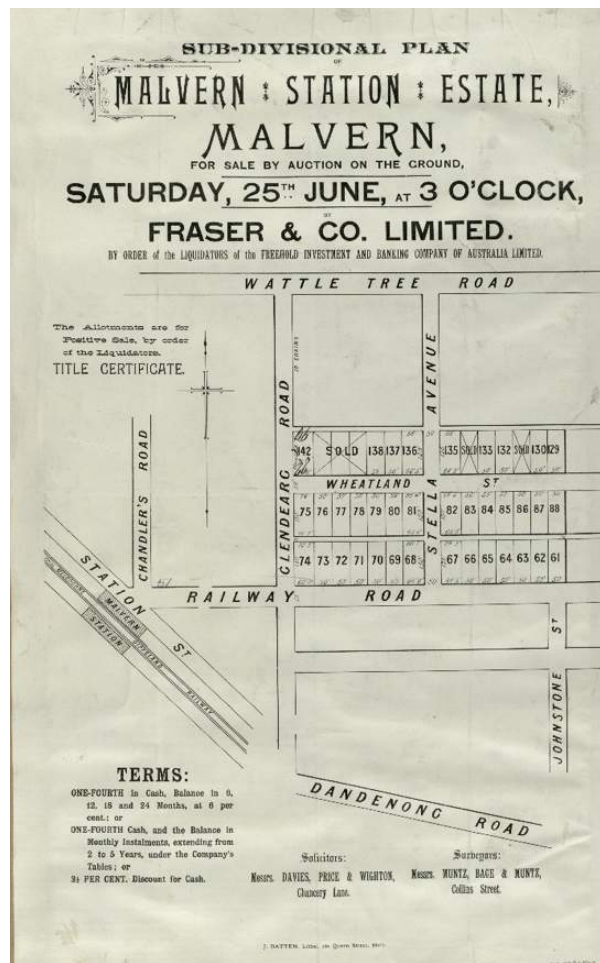


Figure 4. Sub-divisional plan of Malvern Station Estate, Malvern, dated 18--? (SLV, Filename ha000118).

The 1880s boom years came to an end, and with the severe economic depression of the 1890s many companies, building societies and banks went into liquidation. Development in the area slowed and land often remained vacant in this decade. Munro & Baillieu's partnership was dissolved during this period and following the liquidation of Davies' Freehold investment Company in January 1892, the liquidators Fraser & Co auctioned a section of the Malvern Station Estate (Figure 4).

Streets in the eastern portion of the precinct were not formed until 1899, when plans were lodged for Staniland Street (known as Stella Avenue until 1928), Wheatland Road and Claremont Avenue between Glendearg Grove and Tooronga Road.

The 1901 Melbourne and Metropolitan Board of Works (MMBW) Plan of Malvern (Figure 5) clearly shows the late-nineteenth century development at the western end of the precinct, and the formation of streets to the east and south-east, with less occupancy. A substantial number of houses in the east and south-east portions of the precinct were subsequently built in the first decades of the twentieth century, encouraged by the gradual improvement in the economy and by new and improved public transport. The 1908 MMBW plan (Figure 6) shows development in the south-east portion of the precinct, particularly Finlayson Street, following the upturn in the economy.

Constructed by the Prahran and Malvern Tramways Trust in 1909, a tram service commenced operation in Wattletree Road in 1910, connecting Tooronga Road to the commercial strip in Glenferrie Road. The regrading and duplication of the railway line through Malvern, and the associated opening of a new two-storey station on a central platform in 1914 (VHR H1575 Citation) further improved access for those living in the vicinity.

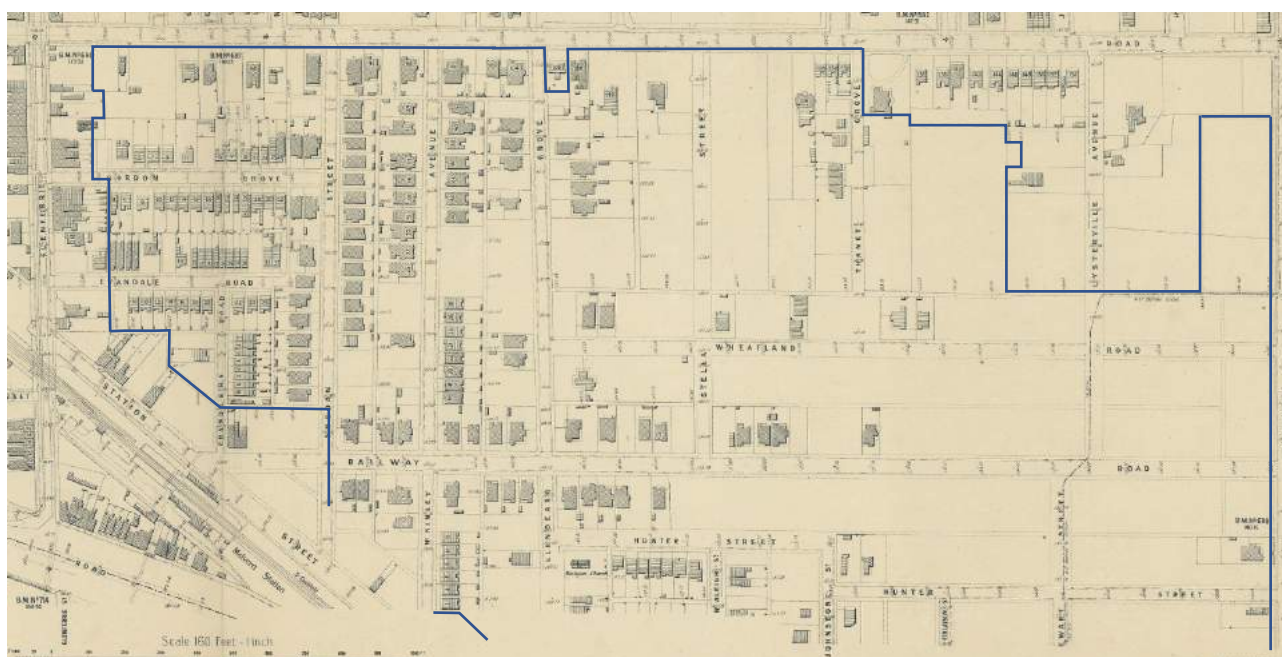


Figure 5. Development of the northern part of the precinct (general precinct area in blue) by 1901 (MMBW Plan No. 61, dated 1901).

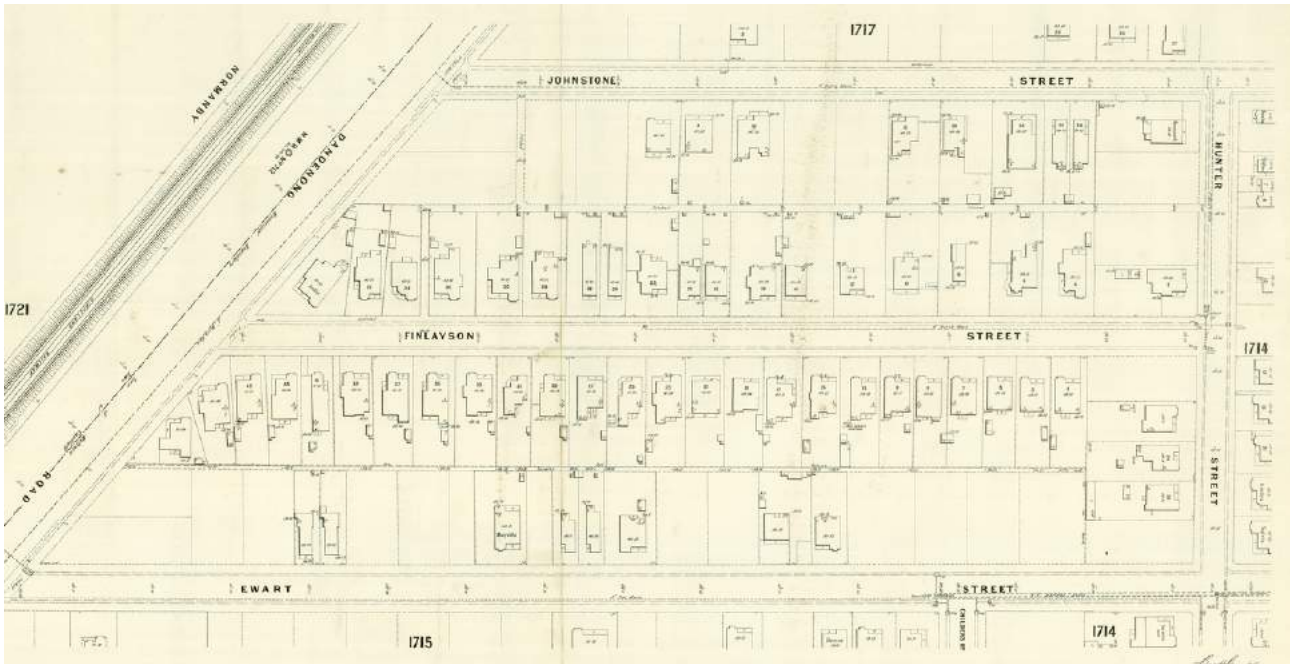


Figure 6. Development along Ewart, Finlayson and Johnston streets, the south-east portion of the precinct, by 1908. North is right (MMBW Detail Plan No. 1716, dated 1908).

In 1910, a Baptist Church (currently the Slavic Evangelical Baptist Church) was built by local architect and builder George Ballantyne, on the northern corner of Tooronga Road and Claremont Avenue (the Foundation Stone describes Ballantyne as both architect and builder), with an adjacent Sunday School constructed in 1927 (Foundation Stone).

Malvern was declared a City in 1911 as development in the area spread eastward, and the population of the municipality increased. By the mid-twentieth century, the precinct had been completely developed, as evidenced by 1947 and 1948 MMBW Plans for Malvern (Figure 7 - Figure 8).

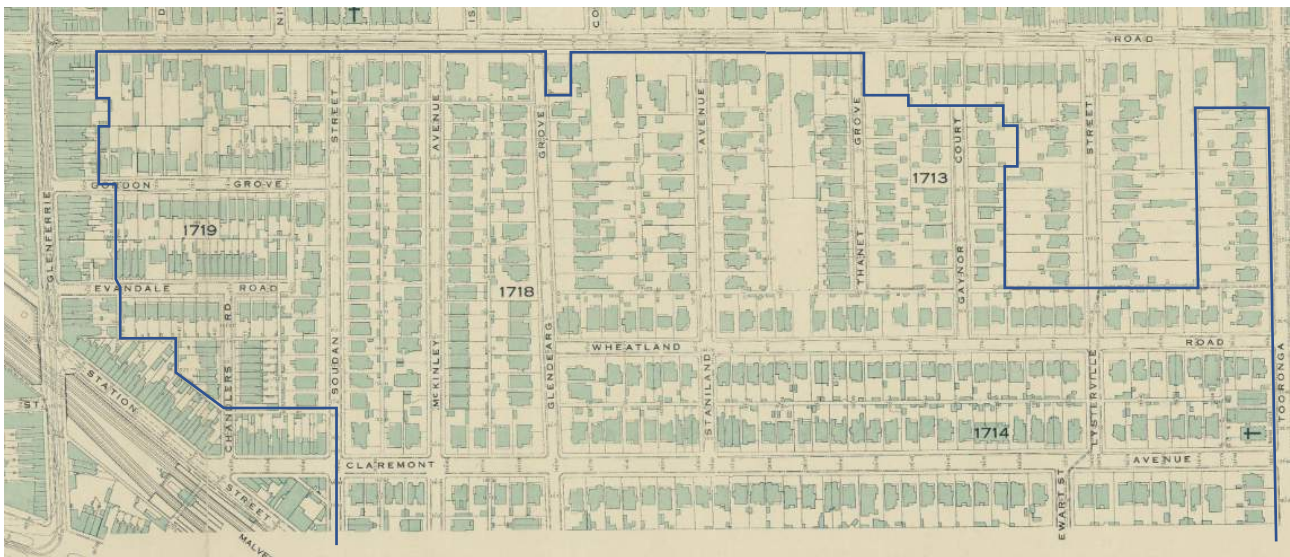


Figure 7. The dense development of the northern part of the precinct (general precinct area in blue) by 1948 (MMBW Plan No. 61, dated 1948).

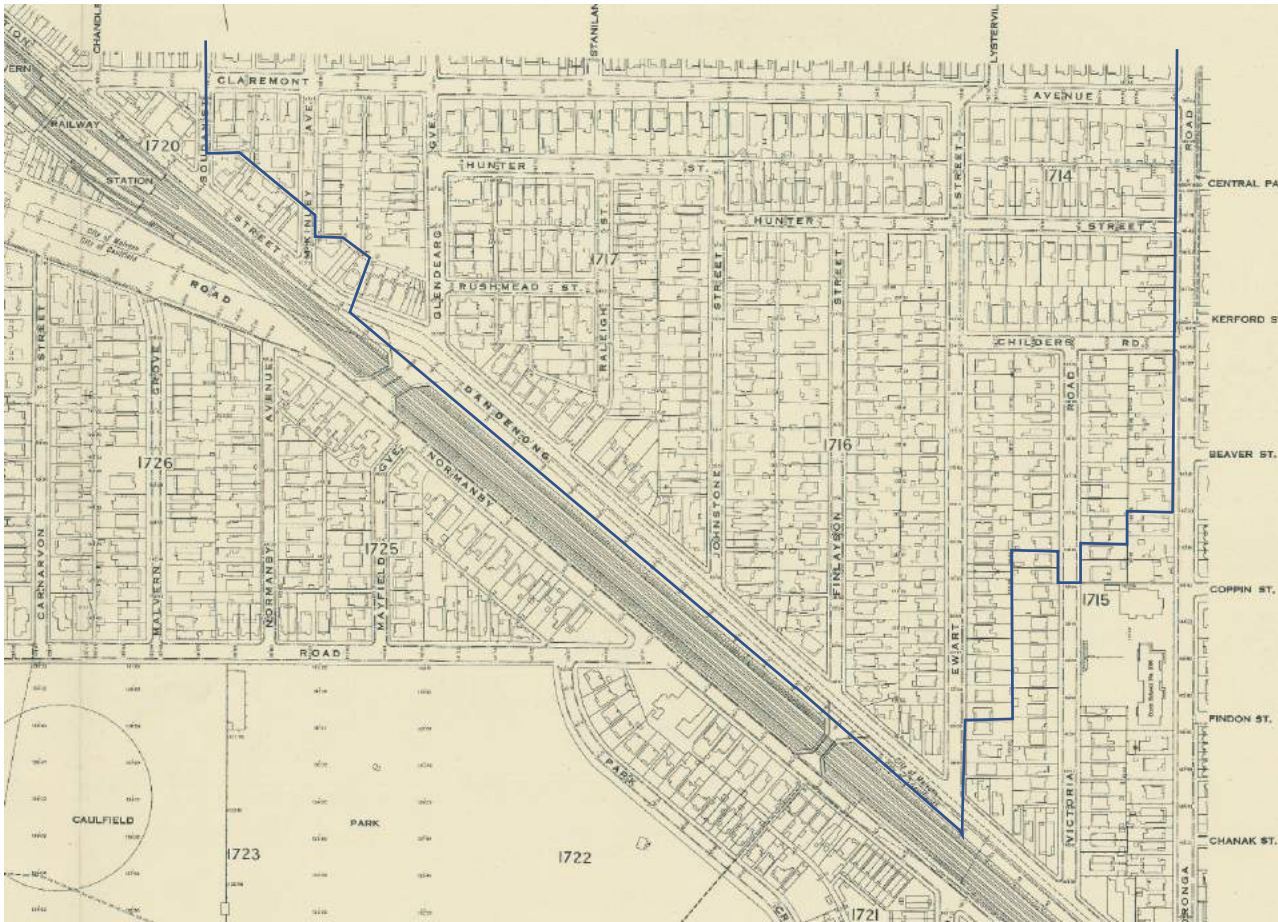


Figure 8. The southern part of the precinct (general precinct area in blue), south of Claremont Avenue, in 1947 (MMBW Plan No. 62, dated 1947).

Description Summary

Claremont Avenue Precinct, Malvern is situated to the east of Glenferrie Road, between Wattletree Road and Dandenong Road, and extending east to Tooronga Road. It is a large residential precinct, predominantly Federation in character, with some Victorian, and a smaller amount of Interwar, development. The precinct clearly shows the transition period from mid-1880s Victorian house design in the west of the precinct, to Federation house design in the east and south-east, from c1900 to the late 1910s.

Three broad sub-precincts, each with distinct characteristics, are identifiable within the boundaries of the Claremont Avenue Precinct. The first sub-precinct comprises rows of late Victorian cottages, both timber and brick, lining the streets to the west of the precinct, close to Malvern Railway Station and Glenferrie Road. The second sub-precinct comprises the more substantial houses of the Claremont Avenue Precinct, with generous setbacks, built in the early twentieth century. These are located to the east of the area of concentrated Victorian development, particularly in streets such as Claremont Avenue, Glendearg Grove, Staniland Avenue and Wheatland Road. The streets between these two sub-precincts, such as Soudan Street and McKinley Avenue, contain collections of both Victorian and Federation houses, although a small number of Victorian houses are located throughout the precinct. The third sub-precinct comprises the eastern and south-eastern part of the precinct, where rows of more modest timber Federation houses line streets such as Johnston, Finlayson and Ewart Streets.

Small numbers of infill Interwar houses, located in streets such as Cummins Grove and Gaynor Court, also make a contribution to the precinct.

Non-residential buildings which make a contribution to the precinct include:

- Former Methodist Church built on land purchased in 1890 at the corner of Glendearg Grove and Hunter Street. The present church was built 1904 and enlarged in 1918, and the adjoining Sunday School hall was built in 1928 to designs by architect Alec Eggleston.
- Former Baptist Church built at the corner of Tooronga Road and Claremont Avenue in 1910 (*Malvern Standard*, 25 June 1910:2), designed and built by local architect and builder G F Ballantyne (Foundation Stone describes Ballantyne as both architect and builder), with an adjacent Sunday School in 1927 (Foundation Stone).
- Shops, 117-125 Station Street which appear to date to the early part of the twentieth century.

One place with an individual Heritage Overlay is located at the boundary of the precinct:

- Glendearg (part of the former Wattletree Hotel), 196 Wattletree Road, Malvern (HO116).

Non-contributory buildings in the precinct include post-war multi-storey flats and houses.

Key Features

- Strong Victorian and Federation character with some Interwar development
- Consistent single-storey scale
- Modest-sized allotments with consistent front setbacks within streetscapes
- Predominantly detached houses
- Predominantly timber or face red brick construction with some polychromatic brick walls
- Corrugated steel, slate or terracotta tile-clad roofs
- Gabled and hipped roof forms
- Predominantly asymmetrical front elevations, with some symmetrical double-fronted Victorian elevations
- Projecting front gable ends, typically with simple half-timbered gable ends and bay windows
- Front verandahs, either convex in profile or an extension of the main roof
- Decorative cast ironwork or timber fretwork to verandahs
- Prominent chimneys, some highly decorative
- Double hung windows
- Some original fences
- Tree-lined streets
- Bluestone access laneways to the rear of properties
- Remnant bluestone kerb and guttering in some streets
- Community and commercial buildings.



Figure 9. Looking south along Ewart Street, Malvern (GJM Heritage, March 2021)



Figure 10. Looking north-east along Claremont Avenue, Malvern (GJM Heritage, March 2021)

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.

Melbourne and Metropolitan Board of Works (MMBW) Plans: No 61, Malvern, dated 1901 & 1948; Detail Plan No 1716, dated 1908.

Melbourne Punch.

Raworth, Bryce, Citation for *Claremont Avenue Precinct*, Malvern, 2000.

Sale Notice for Malvern Station Estate, 1888.

Weekly Times.

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

Claremont Avenue Precinct, Malvern – Statement of Significance, June 2021

Heritage place: Claremont Avenue Precinct, Malvern

PS ref no.: HO156



Claremont Avenue, Malvern (March 2021)

What is significant?

The Claremont Avenue Precinct, Malvern, a large residential precinct containing a substantial collection of predominantly single-storey Victorian and Federation villas. The streetscapes to the west of the precinct date largely from the late 1880s and are predominantly Victorian in character. The streetscapes in the central and eastern portions of the precinct date largely from c1900 to the late 1910s, with the more substantial and elaborate dwellings found directly to the east of the earlier Victorian development. Some Interwar development is dispersed throughout the precinct. The precinct also includes two church complexes (Former Methodist Church, corner Glendearg Grove Hunter Street; and Former Baptist Church, corner Tooronga Road and Claremont Avenue) as well as short row of early twentieth century shops at 117-125 Station Street.

The precinct includes:

Chandlers Road (1-11 & 2-18)

Childers Road (1-19)

Claremont Avenue (27-117 & 20-100)

Cummins Grove (1-41 & 2-32)

Dandenong Road

Evandale Road (5-37 & 6-26)

Ewart Street (1A-51 & 8-50)

Finlayson Street (1-43 & 2-34)

Gaynor Court (1-15 & 2-18)

Glendearg Grove (1-35 & 2-54)
Gordon Grove (9-31 & 4-36)
Hunter Street (1-53 & 2-62)
Johnstone Street (1-41 & 4-46)
McKinley Avenue (3-43 & 2-52)
Lysterville Avenue
Raleigh Street (1-37 & 2-8)
Rushmead Street (1-11 & 2-12)
Soudan Street (1-35 & 2-20)
Staniland Avenue (9-23 & 4-20)
Station Street (111-125)
Toorong Road (33-97/97A)
Victoria Road North (35-55 & 28-48)
Victoria Road South (20)
Wattletree Road (176-224)
Wheatland Road (1-67 & 2-72).

Elements that contribute to the significance of the place include (but are not limited to):

- Strong Victorian and Federation character with some Interwar development
- Consistent single storey scale
- Modest-sized allotments with consistent house setbacks
- Predominantly detached houses of various size
- Predominantly timber or face red brick construction with some polychromatic brick walls
- Corrugated steel, slate and terracotta tile-clad roofs
- Gabled and hipped roof forms
- Predominantly asymmetrical front elevations, with some symmetrical double-fronted Victorian elevations
- Projecting front gable ends, typically with simple half-timbered gable ends and bay windows
- Front verandahs, either convex in profile or an extension of the main roof
- Decorative cast ironwork or timber fretwork to verandahs
- Prominent chimneys, some highly decorative
- Double hung windows
- Some original fences
- Tree-lined streets
- Rear bluestone paved access laneways.

Later alterations and additions to heritage buildings are not significant. Post-war flats and houses do not contribute to the significance of the precinct.

How is it significant?

The Claremont Avenue Precinct, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

The Claremont Avenue Precinct has clear associations with the subdivision of large allotments for predominantly residential development in Malvern from the mid-1880s to the late 1910s. Houses in the precinct clearly illustrate the sequence of development from west to east in this period. Improved public transport provided the impetus for this development with the railway line through Malvern opening in 1879 along the southern boundary of the precinct (with the station abutting the south-western corner of the precinct), and the tramway along the northern boundary in Wattletree Road commencing operation in 1910 (Criterion A).

The Claremont Avenue Precinct is a fine and highly intact example of a Victorian and Federation residential precinct. The majority of houses in the precinct display typical features of the Victorian or Federation styles popular in the late nineteenth and early twentieth centuries in Malvern and across Melbourne more broadly. Houses are generally single-storey detached brick or timber buildings with consistent setbacks on modest sized allotments. The houses display a variety of gable and hipped roof forms, clad with terracotta roof tiles, corrugated steel or slate. The houses typically display asymmetrical massing and detailing with projecting gable ends, front verandahs with cast ironwork or timber fretwork, simple half-timbering, bay windows and prominent chimneys. Some symmetrical double-fronted Victorian houses, Federation-era churches, early twentieth century commercial premises, and Interwar houses of various architectural styles are also present in the precinct (Criterion D).

The Claremont Avenue Precinct is a highly intact precinct containing a substantial collection of carefully designed and well-resolved houses from the Victorian and Federation periods, as well as some Interwar examples. Set in consistent rows along tree-lined streets, with bluestone paved rear laneways, these houses display picturesque qualities such as complex rooflines, tall chimneys, half-timbered gable ends, decorative cast-iron or timber detailing and bay windows (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

B Raworth, *HO156 Claremont Avenue Precinct Citation*, 2000.

Gradings:

Address	Name / alt / additional address	Grading
1 Chandlers Road, MALVERN		Contributory
2 Chandlers Road, MALVERN		Contributory
3 Chandlers Road, MALVERN		Contributory
4 Chandlers Road, MALVERN		Contributory
5 Chandlers Road, MALVERN		Non-contributory
6 Chandlers Road, MALVERN		Contributory
7 Chandlers Road, MALVERN		Contributory
8 Chandlers Road, MALVERN		Contributory
9 Chandlers Road, MALVERN		Contributory
10 Chandlers Road, MALVERN		Non-contributory

11 Chandlers Road, MALVERN		Contributory
12 Chandlers Road, MALVERN		Contributory
14 Chandlers Road, MALVERN		Contributory
16 Chandlers Road, MALVERN		Contributory
18 Chandlers Road, MALVERN		Non-contributory
1 Childers Road, MALVERN	1-6/1 Childers Road	Non-contributory
3 Childers Road, MALVERN		Contributory
5 Childers Road, MALVERN		Contributory
7 Childers Road, MALVERN		Contributory
9 Childers Road, MALVERN		Non-contributory
9A Childers Road, MALVERN		Non-contributory
11 Childers Road, MALVERN		Non-contributory
11A Childers Road, MALVERN		Non-contributory
13 Childers Road, MALVERN		Non-contributory
13A Childers Road, MALVERN		Non-contributory
15 Childers Road, MALVERN		Contributory
17 Childers Road, MALVERN		Contributory
19 Childers Road, MALVERN		Contributory
20 Claremont Avenue, MALVERN		Contributory
22 Claremont Avenue, MALVERN		Contributory
24 Claremont Avenue, MALVERN		Contributory
24A Claremont Avenue, MALVERN		Contributory
24B Claremont Avenue, MALVERN		Contributory
24C Claremont Avenue, MALVERN		Contributory
26 Claremont Avenue, MALVERN		Contributory
26A Claremont Avenue, MALVERN		Contributory
27 Claremont Avenue, MALVERN	Ballara	Contributory
28 Claremont Avenue, MALVERN		Contributory
29 Claremont Avenue, MALVERN		Contributory
30 Claremont Avenue, MALVERN		Contributory
31 Claremont Avenue, MALVERN	Claremonte 1-10/31 Claremont Avenue	Non-contributory
32 Claremont Avenue, MALVERN	Wensley Cottage	Contributory
33 Claremont Avenue, MALVERN		Contributory
34 Claremont Avenue, MALVERN	Sefton	Contributory
35 Claremont Avenue, MALVERN	Nerring	Contributory
36 Claremont Avenue, MALVERN		Contributory
37 Claremont Avenue, MALVERN		Contributory
38 Claremont Avenue, MALVERN		Contributory
39 Claremont Avenue, MALVERN	1-10/39 Claremont Avenue	Non-contributory
40 Claremont Avenue, MALVERN		Contributory
41 Claremont Avenue, MALVERN	Belkara	Contributory
42 Claremont Avenue, MALVERN		Contributory
43 Claremont Avenue, MALVERN		Contributory
44 Claremont Avenue, MALVERN		Contributory
45 Claremont Avenue, MALVERN		Contributory
46 Claremont Avenue, MALVERN		Contributory
47 Claremont Avenue, MALVERN		Contributory
48 Claremont Avenue, MALVERN		Contributory
49 Claremont Avenue, MALVERN		Contributory
50 Claremont Avenue, MALVERN		Contributory
51 Claremont Avenue, MALVERN		Contributory
52 Claremont Avenue, MALVERN		Contributory
53 Claremont Avenue, MALVERN		Contributory
54 Claremont Avenue, MALVERN		Contributory
55 Claremont Avenue, MALVERN		Contributory
56 Claremont Avenue, MALVERN		Contributory
57 Claremont Avenue, MALVERN		Contributory
58 Claremont Avenue, MALVERN		Contributory
59 Claremont Avenue, MALVERN		Contributory

91 Claremont Avenue, MALVERN		Contributory
92 Claremont Avenue, MALVERN		Contributory
93 Claremont Avenue, MALVERN		Contributory
94 Claremont Avenue, MALVERN		Contributory
95 Claremont Avenue, MALVERN		Contributory
96 Claremont Avenue, MALVERN		Contributory
97 Claremont Avenue, MALVERN		Contributory
98 Claremont Avenue, MALVERN		Contributory
99 Claremont Avenue, MALVERN		Contributory
100 Claremont Avenue, MALVERN	1-12/100 Claremont Avenue	Non-contributory
101 Claremont Avenue, MALVERN		Contributory
103 Claremont Avenue, MALVERN		Contributory
105 Claremont Avenue, MALVERN		Contributory
107 Claremont Avenue, MALVERN		Contributory
109 Claremont Avenue, MALVERN		Contributory
111 Claremont Avenue, MALVERN		Contributory
113 Claremont Avenue, MALVERN		Contributory
115 Claremont Avenue, MALVERN		Contributory
117 Claremont Avenue, MALVERN		Contributory
1 Cummins Grove, MALVERN		Non-contributory
2-4 Cummins Grove, MALVERN		Non-contributory
3 Cummins Grove, MALVERN		Contributory
5 Cummins Grove, MALVERN		Contributory
6 Cummins Grove, MALVERN		Contributory
7 Cummins Grove, MALVERN		Contributory
8 Cummins Grove, MALVERN		Contributory
9 Cummins Grove, MALVERN		Contributory
10 Cummins Grove, MALVERN		Contributory
11 Cummins Grove, MALVERN		Contributory
12 Cummins Grove, MALVERN		Contributory
13 Cummins Grove, MALVERN		Contributory
14 Cummins Grove, MALVERN		Contributory
15 Cummins Grove, MALVERN		Contributory
16 Cummins Grove, MALVERN		Contributory
18 Cummins Grove, MALVERN		Contributory
19 Cummins Grove, MALVERN		Contributory
20 Cummins Grove, MALVERN		Contributory
21 Cummins Grove, MALVERN		Contributory
22 Cummins Grove, MALVERN		Contributory
23 Cummins Grove, MALVERN		Contributory
24 Cummins Grove, MALVERN		Contributory
25 Cummins Grove, MALVERN		Contributory
26 Cummins Grove, MALVERN		Contributory
27 Cummins Grove, MALVERN		Contributory
28 Cummins Grove, MALVERN		Contributory
29 Cummins Grove, MALVERN		Contributory
30 Cummins Grove, MALVERN		Contributory
31 Cummins Grove, MALVERN		Contributory
32 Cummins Grove, MALVERN		Contributory
33 Cummins Grove, MALVERN		Contributory
35 Cummins Grove, MALVERN		Contributory
37 Cummins Grove, MALVERN		Contributory
39 Cummins Grove, MALVERN		Contributory
41 Cummins Grove, MALVERN		Contributory
5 Evandale Road, MALVERN		Contributory
6 Evandale Road, MALVERN		Contributory
7 Evandale Road, MALVERN		Contributory
8 Evandale Road, MALVERN		Contributory
9 Evandale Road, MALVERN		Contributory
10 Evandale Road, MALVERN		Contributory

11 Evandale Road, MALVERN		Contributory
11A Evandale Road, MALVERN		Contributory
11B Evandale Road, MALVERN		Contributory
12 Evandale Road, MALVERN		Contributory
13 Evandale Road, MALVERN		Contributory
14 Evandale Road, MALVERN		Contributory
15 Evandale Road, MALVERN		Contributory
16 Evandale Road, MALVERN		Contributory
17 Evandale Road, MALVERN		Contributory
18 Evandale Road, MALVERN		Contributory
19 Evandale Road, MALVERN		Contributory
20 Evandale Road, MALVERN		Contributory
21 Evandale Road, MALVERN		Contributory
22 Evandale Road, MALVERN		Contributory
23 Evandale Road, MALVERN		Contributory
24 Evandale Road, MALVERN		Contributory
25 Evandale Road, MALVERN		Contributory
26 Evandale Road, MALVERN		Contributory
27 Evandale Road, MALVERN		Contributory
29 Evandale Road, MALVERN		Contributory
33 Evandale Road, MALVERN		Contributory
35 Evandale Road, MALVERN		Contributory
37 Evandale Road, MALVERN		Contributory
1 Ewart Street, MALVERN		Contributory
1A Ewart Street, MALVERN		Non-contributory
1B Ewart Street, MALVERN		Non-contributory
3 Ewart Street, MALVERN		Contributory
5 Ewart Street, MALVERN		Contributory
5A Ewart Street, MALVERN		Contributory
7 Ewart Street, MALVERN		Contributory
8 Ewart Street, MALVERN		Non-contributory
9 Ewart Street, MALVERN		Contributory
10 Ewart Street, MALVERN		Non-contributory
11 Ewart Street, MALVERN		Contributory
12 Ewart Street, MALVERN		Contributory
13 Ewart Street, MALVERN		Contributory
14 Ewart Street, MALVERN		Non-contributory
15 Ewart Street, MALVERN		Contributory
16 Ewart Street, MALVERN		Contributory
17 Ewart Street, MALVERN		Contributory
18 Ewart Street, MALVERN		Contributory
19 Ewart Street, MALVERN		Contributory
20 Ewart Street, MALVERN		Non-contributory
21 Ewart Street, MALVERN		Contributory
22 Ewart Street, MALVERN		Contributory
23 Ewart Street, MALVERN		Contributory
24 Ewart Street, MALVERN		Contributory
25 Ewart Street, MALVERN		Contributory
26 Ewart Street, MALVERN		Contributory
26A Ewart Street, MALVERN		Contributory
27 Ewart Street, MALVERN	1-12/27 Ewart	Non-contributory
28 Ewart Street, MALVERN		Contributory
29 Ewart Street, MALVERN		Contributory
30 Ewart Street, MALVERN		Contributory
31 Ewart Street, MALVERN		Contributory
32 Ewart Street, MALVERN		Contributory
32A Ewart Street, MALVERN		Contributory
33 Ewart Street, MALVERN		Contributory
34 Ewart Street, MALVERN		Contributory
35 Ewart Street, MALVERN		Contributory

36 Ewart Street, MALVERN		Contributory
37 Ewart Street, MALVERN		Contributory
38 Ewart Street, MALVERN		Contributory
39 Ewart Street, MALVERN		Contributory
40 Ewart Street, MALVERN		Contributory
41 Ewart Street, MALVERN		Contributory
42 Ewart Street, MALVERN		Contributory
43 Ewart Street, MALVERN		Contributory
44 Ewart Street, MALVERN		Contributory
45 Ewart Street, MALVERN		Contributory
46 Ewart Street, MALVERN		Contributory
47 Ewart Street, MALVERN		Contributory
48 Ewart Street, MALVERN		Contributory
49 Ewart Street, MALVERN		Contributory
50 Ewart Street, MALVERN		Contributory
51 Ewart Street, MALVERN		Contributory
1 Finlayson Street, MALVERN		Contributory
1/2 Finlayson Street, MALVERN		Non-contributory
2/2 Finlayson Street, MALVERN		Non-contributory
3/2 Finlayson Street, MALVERN		Non-contributory
3 Finlayson Street, MALVERN		Contributory
1/4 Finlayson Street, MALVERN		Non-contributory
2/4 Finlayson Street, MALVERN		Non-contributory
3/4 Finlayson Street, MALVERN		Non-contributory
5 Finlayson Street, MALVERN		Contributory
6 Finlayson Street, MALVERN	1-8/6 Finlayson Street	Non-contributory
7 Finlayson Street, MALVERN		Contributory
8 Finlayson Street, MALVERN	1-12/8 Finlayson Street	Non-contributory
9 Finlayson Street, MALVERN		Contributory
10 Finlayson Street, MALVERN		Contributory
11 Finlayson Street, MALVERN		Contributory
12 Finlayson Street, MALVERN		Contributory
13 Finlayson Street, MALVERN		Contributory
14 Finlayson Street, MALVERN	1-8/14 Finlayson Street	Non-contributory
15 Finlayson Street, MALVERN		Contributory
1/16 Finlayson Street, MALVERN		Non-contributory
2/16 Finlayson Street, MALVERN		Non-contributory
3/16 Finlayson Street, MALVERN		Non-contributory
4/16 Finlayson Street, MALVERN		Non-contributory
17 Finlayson Street, MALVERN		Contributory
18 Finlayson Street, MALVERN		Contributory
19 Finlayson Street, MALVERN		Contributory
20 Finlayson Street, MALVERN		Contributory
21 Finlayson Street, MALVERN		Contributory
22 Finlayson Street, MALVERN	1-14/22 Finlayson Street	Non-contributory
23 Finlayson Street, MALVERN		Contributory
24 Finlayson Street, MALVERN		Contributory
25 Finlayson Street, MALVERN		Contributory
26 Finlayson Street, MALVERN		Contributory
27 Finlayson Street, MALVERN		Contributory
28 Finlayson Street, MALVERN		Contributory
29 Finlayson Street, MALVERN		Contributory
30 Finlayson Street, MALVERN	1-8/30 Finlayson Street	Non-contributory
31 Finlayson Street, MALVERN		Contributory
32 Finlayson Street, MALVERN		Contributory
33 Finlayson Street, MALVERN		Contributory
34 Finlayson Street, MALVERN		Contributory
35 Finlayson Street, MALVERN		Contributory
37 Finlayson Street, MALVERN		Contributory
39 Finlayson Street, MALVERN		Contributory

41 Finlayson Street, MALVERN		Contributory
43 Finlayson Street, MALVERN		Contributory
1 Gaynor Court, MALVERN		Contributory
2 Gaynor Court, MALVERN		Contributory
3 Gaynor Court, MALVERN		Contributory
4 Gaynor Court, MALVERN		Contributory
5 Gaynor Court, MALVERN		Contributory
6 Gaynor Court, MALVERN		Contributory
7 Gaynor Court, MALVERN		Contributory
8 Gaynor Court, MALVERN		Non-contributory
9 Gaynor Court, MALVERN		Contributory
10 Gaynor Court, MALVERN		Significant
11 Gaynor Court, MALVERN		Contributory
12 Gaynor Court, MALVERN		Non-contributory
13 Gaynor Court, MALVERN		Contributory
14 Gaynor Court, MALVERN		Contributory
15 Gaynor Court, MALVERN		Contributory
1/16 Gaynor Court, MALVERN		Non-contributory
2/16 Gaynor Court, MALVERN		Non-contributory
18 Gaynor Court, MALVERN		Significant
1 Glendearg Grove, MALVERN		Contributory
1A Glendearg Grove, MALVERN		Contributory
2 Glendearg Grove, MALVERN		Contributory
2A Glendearg Grove, MALVERN		Contributory
3 Glendearg Grove, MALVERN		Contributory
4 Glendearg Grove, MALVERN		Contributory
5 Glendearg Grove, MALVERN		Significant
6 Glendearg Grove, MALVERN		Contributory
7 Glendearg Grove, MALVERN		Significant
8 Glendearg Grove, MALVERN		Contributory
9 Glendearg Grove, MALVERN		Contributory
10 Glendearg Grove, MALVERN		Contributory
11 Glendearg Grove, MALVERN		Contributory
12 Glendearg Grove, MALVERN		Contributory
13 Glendearg Grove, MALVERN		Significant
14 Glendearg Grove, MALVERN		Significant
15 Glendearg Grove, MALVERN		Contributory
16 Glendearg Grove, MALVERN		Significant
17 Glendearg Grove, MALVERN		Contributory
18–22 Glendearg Grove, MALVERN		Significant
19 Glendearg Grove, MALVERN		Contributory
21 Glendearg Grove, MALVERN		Contributory
23–27 Glendearg Grove, MALVERN	Church and hall	Significant
	Single-storey southern building	Non-contributory
24 Glendearg Grove, MALVERN		Contributory
26 Glendearg Grove, MALVERN		Contributory
28 Glendearg Grove, MALVERN		Contributory
29 Glendearg Grove, MALVERN		Contributory
30 Glendearg Grove, MALVERN		Contributory
31 Glendearg Grove, MALVERN		Contributory
32 Glendearg Grove, MALVERN		Contributory
33 Glendearg Grove, MALVERN		Contributory
34 Glendearg Grove, MALVERN		Contributory
35 Glendearg Grove, MALVERN		Contributory
36 Glendearg Grove, MALVERN		Contributory
36A Glendearg Grove, MALVERN		Contributory
38 Glendearg Grove, MALVERN		Contributory
40 Glendearg Grove, MALVERN		Contributory
42 Glendearg Grove, MALVERN		Contributory
44 Glendearg Grove, MALVERN		Contributory

46 Glendearg Grove, MALVERN		Contributory
48 Glendearg Grove, MALVERN		Contributory
50 Glendearg Grove, MALVERN		Contributory
1/52 Glendearg Grove, MALVERN		Non-contributory
2/52 Glendearg Grove, MALVERN		Non-contributory
3/52 Glendearg Grove, MALVERN		Non-contributory
54 Glendearg Grove, MALVERN		Non-contributory
4 Gordon Grove, MALVERN		Non-contributory
6 Gordon Grove, MALVERN		Non-contributory
8 Gordon Grove, MALVERN	1-5/8 Gordon Grove 101-105/8 Gordon Grove 201-202/8 Gordon Grove	Non-contributory
9 Gordon Grove, MALVERN		Contributory
10 Gordon Grove, MALVERN		Non-contributory
11 Gordon Grove, MALVERN		Non-contributory
12 Gordon Grove, MALVERN		Contributory
13 Gordon Grove, MALVERN		Contributory
14 Gordon Grove, MALVERN		Contributory
15 Gordon Grove, MALVERN		Contributory
16 Gordon Grove, MALVERN		Contributory
17 Gordon Grove, MALVERN		Contributory
18 Gordon Grove, MALVERN		Contributory
19 Gordon Grove, MALVERN		Contributory
20 Gordon Grove, MALVERN		Contributory
21 Gordon Grove, MALVERN		Contributory
22 Gordon Grove, MALVERN		Contributory
23 Gordon Grove, MALVERN		Contributory
24 Gordon Grove, MALVERN		Contributory
25 Gordon Grove, MALVERN		Contributory
26 Gordon Grove, MALVERN		Contributory
27 Gordon Grove, MALVERN		Contributory
28 Gordon Grove, MALVERN		Non-contributory
29 Gordon Grove, MALVERN		Contributory
30 Gordon Grove, MALVERN		Contributory
31 Gordon Grove, MALVERN		Contributory
32 Gordon Grove, MALVERN		Contributory
34 Gordon Grove, MALVERN		Contributory
36 Gordon Grove, MALVERN		Contributory
1 Hunter Street, MALVERN		Non-contributory
2 Hunter Street, MALVERN		Contributory
3 Hunter Street, MALVERN		Contributory
4 Hunter Street, MALVERN		Contributory
5 Hunter Street, MALVERN		Non-contributory
6 Hunter Street, MALVERN		Contributory
7 Hunter Street, MALVERN		Contributory
8 Hunter Street, MALVERN		Contributory
9 Hunter Street, MALVERN		Contributory
10 Hunter Street, MALVERN		Contributory
11 Hunter Street, MALVERN		Contributory
12 Hunter Street, MALVERN		Contributory
13 Hunter Street, MALVERN		Contributory
14 Hunter Street, MALVERN		Contributory
15 Hunter Street, MALVERN		Contributory
16 Hunter Street, MALVERN		Contributory
17 Hunter Street, MALVERN		Contributory
18 Hunter Street, MALVERN		Contributory
19 Hunter Street, MALVERN		Contributory
20 Hunter Street, MALVERN		Contributory
21 Hunter Street, MALVERN		Contributory
22 Hunter Street, MALVERN	1-8/22 Hunter Street, MALVERN	Non-contributory

23 Hunter Street, MALVERN		Contributory
24 Hunter Street, MALVERN		Contributory
25 Hunter Street, MALVERN		Contributory
26 Hunter Street, MALVERN		Contributory
26A Hunter Street, MALVERN		Contributory
27 Hunter Street, MALVERN		Contributory
28 Hunter Street, MALVERN		Contributory
29 Hunter Street, MALVERN	1-8/29 Hunter Street	Non-contributory
30-32 Hunter Street, MALVERN	1-10/30-32 Hunter Street	Non-contributory
31 Hunter Street, MALVERN		Contributory
33 Hunter Street, MALVERN		Contributory
34 Hunter Street, MALVERN		Contributory
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2/22 Johnstone Street, MALVERN		Non-contributory
3/22 Johnstone Street, MALVERN		Non-contributory

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32 McKinley Avenue, MALVERN		Contributory
33 McKinley Avenue, MALVERN		Contributory
34 McKinley Avenue, MALVERN		Contributory
34A McKinley Avenue, MALVERN		Contributory
35 McKinley Avenue, MALVERN		Contributory
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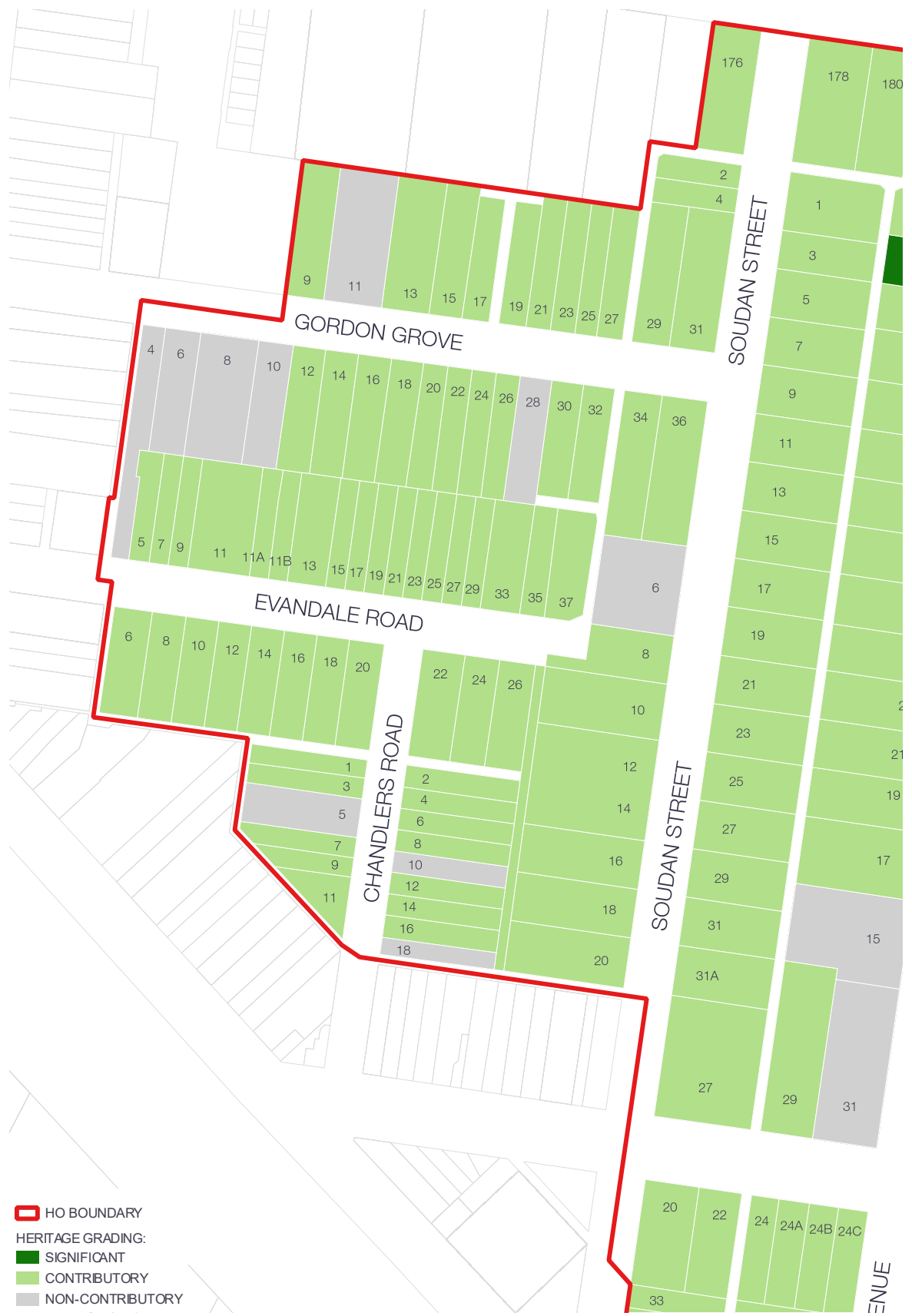
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3/37 Raleigh Street, MALVERN		Non-contributory
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12 Staniland Avenue, MALVERN		Significant
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121 Station Street, MALVERN		Contributory
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37A Toorong Road, MALVERN EAST		Contributory
37B Toorong Road, MALVERN EAST		Contributory
37C Toorong Road, MALVERN EAST		Contributory
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81 Tooronga Road, MALVERN EAST		Contributory
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37 Victoria Road North, MALVERN		Contributory
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178 Wattletree Road, MALVERN	1-2/178 Wattletree Road	Contributory
180 Wattletree Road, MALVERN		Contributory
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184 Wattletree Road, MALVERN	1-12/184 Wattletree Road	Non-contributory
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198 Wattletree Road, MALVERN		Significant
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202 Wattletree Road, MALVERN	25-48/202 Wattletree Road	Non-contributory
204–208 Wattletree Road, MALVERN		Contributory
210 Wattletree Road, MALVERN		Contributory
212 Wattletree Road, MALVERN		Contributory
214 Wattletree Road, MALVERN		Significant
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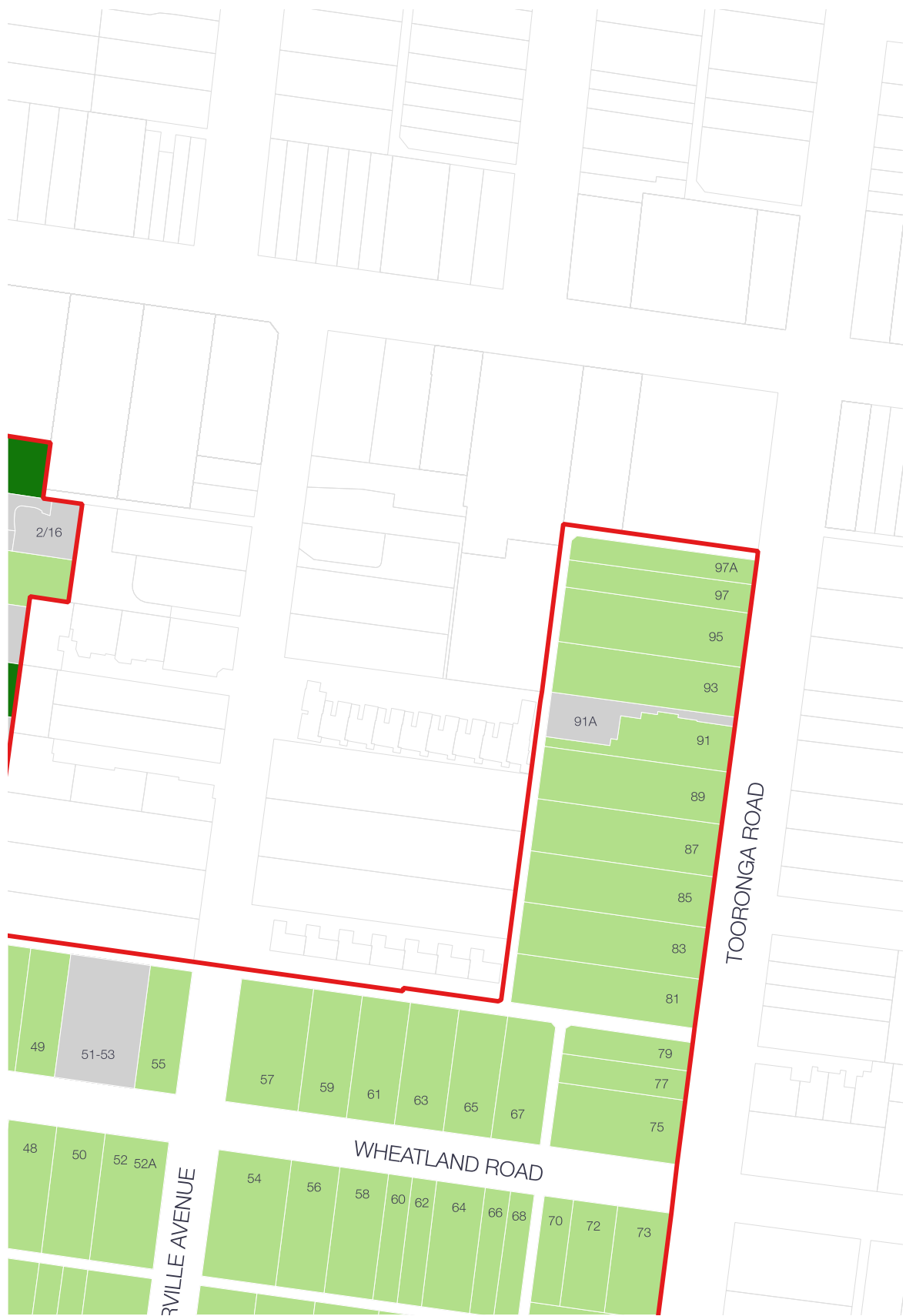
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48 Wheatland Road, MALVERN		Contributory
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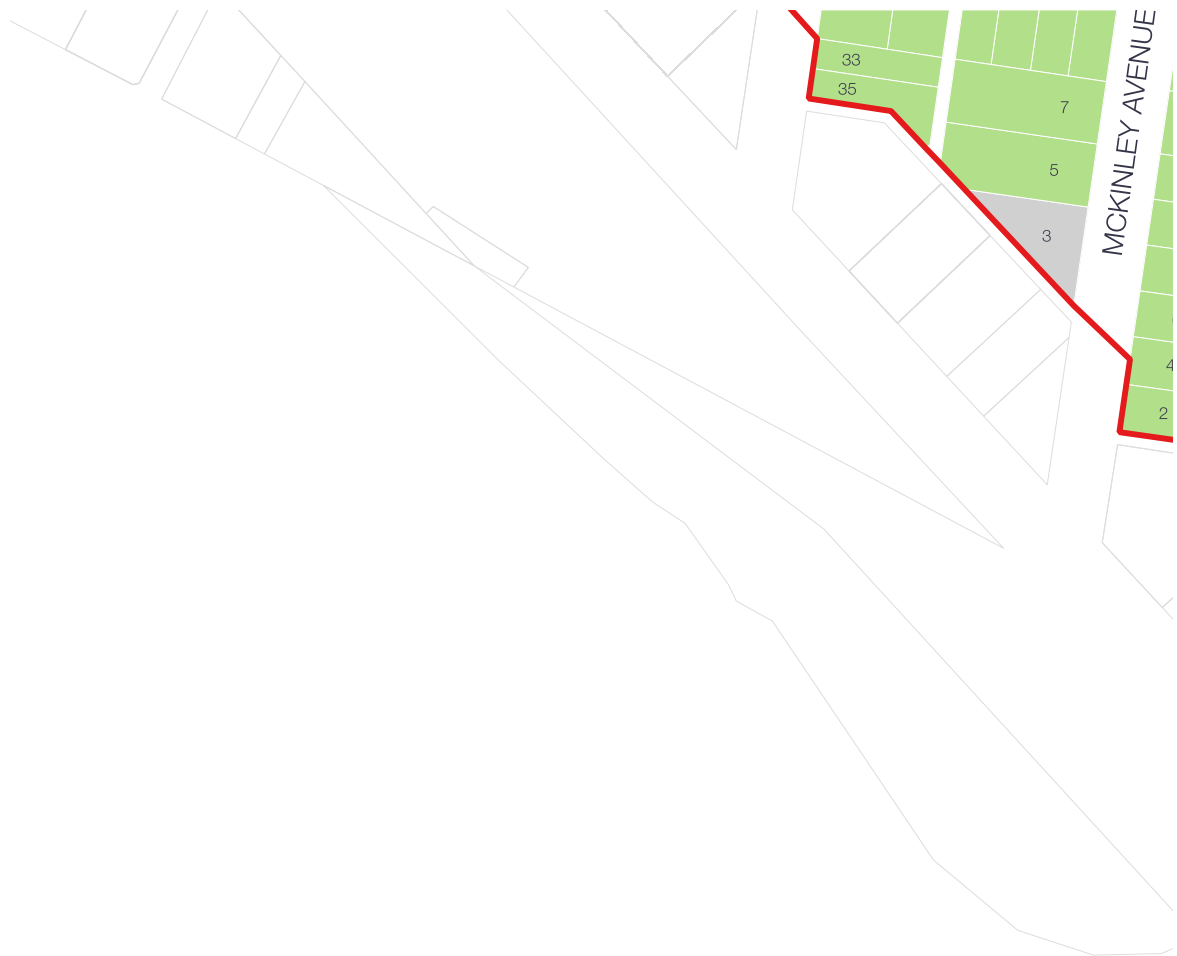
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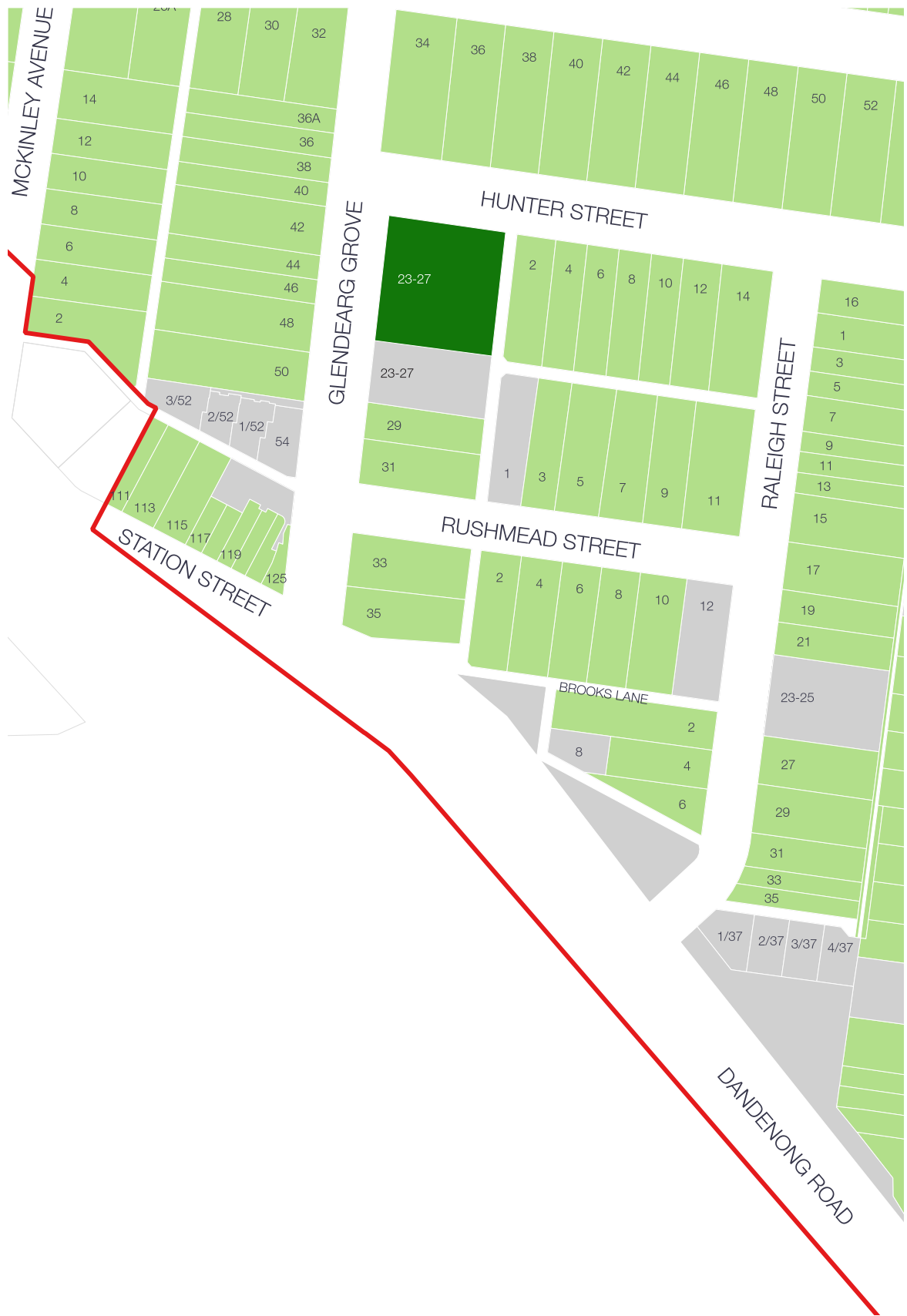




















BACKGROUND INFORMATION:

Moorakyne/Stonington Precinct, Malvern (HO182)



Figure 1. Moorakyne Avenue, Malvern (GJM Heritage, March 2021).

DATE: June 2021

Place type: Residential Precinct	Architect: Various
Construction Date: 1925 - early 1950s	Builder: Various

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.

Precinct History Summary

[The following history is based on Bryce Raworth's, citation for HO182 Moorakyne & Stonington Precinct, 2000, (direct quotes in italics) with additional information as cited].

Early subdivision

Prior to the first land sales in 1840, pastoralists occupied what was to become the District of Gardiner. The first pastoralist was John Gardiner, after whom the district was named, who arrived in 1836. When the area was first surveyed it was divided into allotments suitable for gardens, orchards and farms. In 1856 the Gardiner Road District was proclaimed, extending from Gardiners Creek to Kooyong, Dandenong and Warrigal roads.

Crown Allotment 24, bound by Glenferrie Road, Malvern Road, Toorak Road and extending eastwards to the current Henderson Avenue, was sold at the second round of Crown land sales in the area in 1849. The lot was purchased by Robert A Balbirnie (of 'Balmerino', Toorak Road), who subdivided the land.

Three of the subdivided allotments were sold to Peter Cousin and his son James. Peter Cousin purchased his allotment in 1851 and James Cousin purchased the adjacent allotments in 1859. Market gardener George Wratten purchased the fourth allotment which is now sited between Hamilton Road and Mayfield Avenue. The ten-acre allotment at the corner of Toorak Road became the site of William Phillpot's estate Rosehill. Rosehill house was later demolished, making way for The Great Toorak Estate subdivision in the late 1880s, which formed Chesterfield and Mayfield avenues (Raworth 1998:35).

The allotment extending to the corner of Malvern Road was subdivided into smaller lots and sold to various purchasers. Most of these small allotments became the property of William Woodmason in the 1860s. The Woodmason family were successful market gardeners and dairy farmers, with substantial land holdings throughout the district. At the corner of Glenferrie Road, Woodmason cultivated a highly successful market garden. He was Shire President and a long serving member of the Malvern Council. On his death in 1892, his son, William James Woodmason, took over the dairy and his father's prize-winning jersey herd. Woodmason became a breeder of pure breed jersey cattle and the herd was noted as one of the best in Victoria, winning several championships at the Royal Melbourne Show. Woodmason's Melrose Dairy was established at the corner of Glenferrie and Malvern Roads. Woodmason Estate was subdivided in the 1920s (Raworth 1998:35).

Victorian development and Interwar subdivision

The houses in the Moorakyne/Stonington Precinct were constructed on the subdivisions of three Victorian-period estates – Kooringa, Moorakyne and Stonington (Figure 2). Imposing mansions were built on these three large Glenferrie Road estates in the boom years of the late 1880s and were retained on reduced allotments when subdivision of the estates occurred in the interwar period.

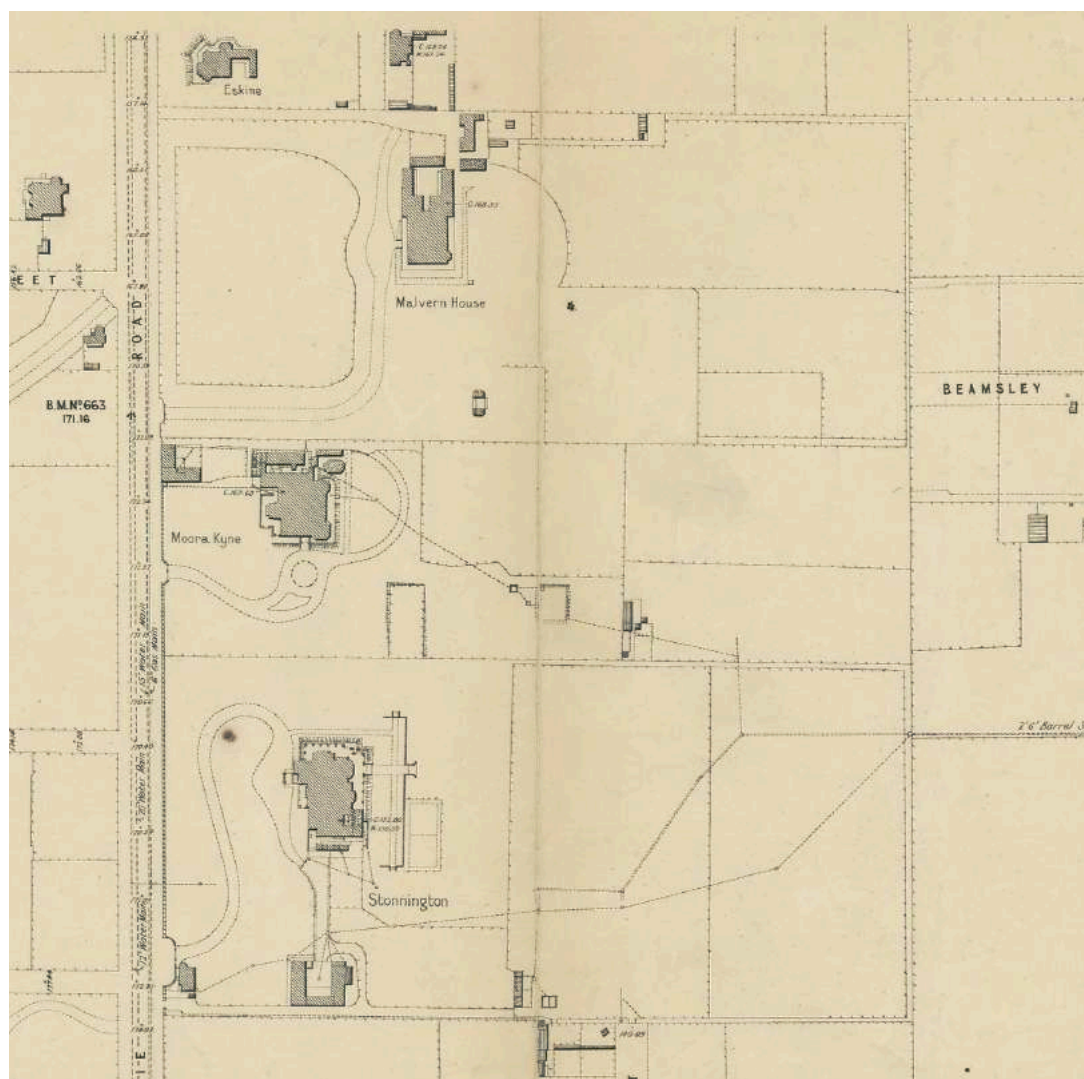


Figure 2. The precinct area in 1902. Evident is Kooringa (then named Malvern House), Moora Kyne and Stonington (MMBW Plan No. 59, dated 1902).



Kooringa

George Wratten and the Cousin family used their land as a market garden and orchard. In 1881 Wratten sold his land to merchant Robert Harper who built a five-room brick house with stables, orchard and market garden, with an entrance from Glenferrie Road. Within a year the property was sold to pastoralist Suetonius Henry Officer. It appears that Officer died in 1883 and the property was then occupied by Robert Officer, presumably Sir Robert, the father of Suetonius. On the site, an imposing mansion was built to the design of noted architect Francis Maloney White, for Mrs S. H. Officer. By 1885 Mary Officer is rated as the owner of 13 acres with a brick house of 30 rooms. The Officer family owned the estate until 1890 when it was sold to landboomer, Joseph Bartlett Davies, who named the house Glenbervie. From 1895 to 1901, Davies leased the property to George Stevenson, one of the pioneers in the soft-goods trade in Australia. The house was then known as Malvern House.

In 1907 Davies sold the property to pastoralist and racehorse breeder, Alexander Creswick who renamed the property Yarrien. The Creswicks lived at Yarrien until 1918 when the property was sold to sisters, Isabel and Robina Hamilton. At that time Isabel was Principal and Robina a teacher, at Toorak College, located in Douglas Street, Toorak. A third sister Barbara was superintendent of the boarding house. It was decided that the grounds at Douglas Street were too small, and in 1919 the school relocated to Yarrien in Glenferrie Road. Yarrien was used to accommodate the boarders and as the private quarters of the Hamilton sisters. By 1920, a hockey field extended along the Glenferrie Road frontage. It appears that within a few years, Essington Lewis, chairman of BHP, purchased Yarrien for use as a private home and renamed the property Kooringa.

Interwar subdivision - The College and Moorakyne Heights Estate

In 1925 part of Kooringa estate, along with part of the adjacent Moorakyne estate, was subdivided into twenty-eight residential allotments with frontages to the east side of Wilks Avenue, Henderson Avenue and the corner of Beamsley Street. The College and Moorakyne Heights Estate was auctioned in November 1925 (Figure 3) and advertised as being:

Situate[d] on the crest of the Malvern Heights, commanding extensive picturesque views of the distant Dandenong Ranges and intervening valleys. This elevated locality was selected ... as the ideal residential position, and consequently was built upon by such well-known real estate authorities as Sir John Grice, Messrs. Officer, Wagner and Davies.... and it is the subdivision of parts of these famous homes that throws open to the public these elevated and select allotments (College and Moorakyne Heights Estate subdivision plan, 28 November 1925, cited in Raworth 2000:4).

At the same time, Hamilton Road was also created, dividing the estate from Glenferrie Road to Wilks Avenue. Toorak College relocated to Lansell Road and Kooringa mansion was retained on a reduced allotment on the north side of Hamilton Road. In 1942, when Essington Lewis still owned Kooringa, the mansion was occupied by Wesley College, when the school's St Kilda Road buildings were taken over by the army. Later, Kooringa became the Lady Dugan Red Cross Home. The mansion was demolished in the 1970s [forming] Hamilton Close.

Saturday, Nov. 28, 1925

Position

THESE Estates are Situate on the Crest of the Malvern Heights, commanding Extensive Picturesque Panoramic Views of the distant Dandenong Ranges and intervening valleys. This Elevated Locality was selected in the early days of Melbourne as the ideal Residential Position, and consequently was built upon by such well-known real estate authorities as Sir John Grico, Messrs. Officer, Wagner, and Davies.

It adjoins the State Government House, and it is the Subdivision of parts of these famous homes that throws open to the public these elevated and select Allotments.

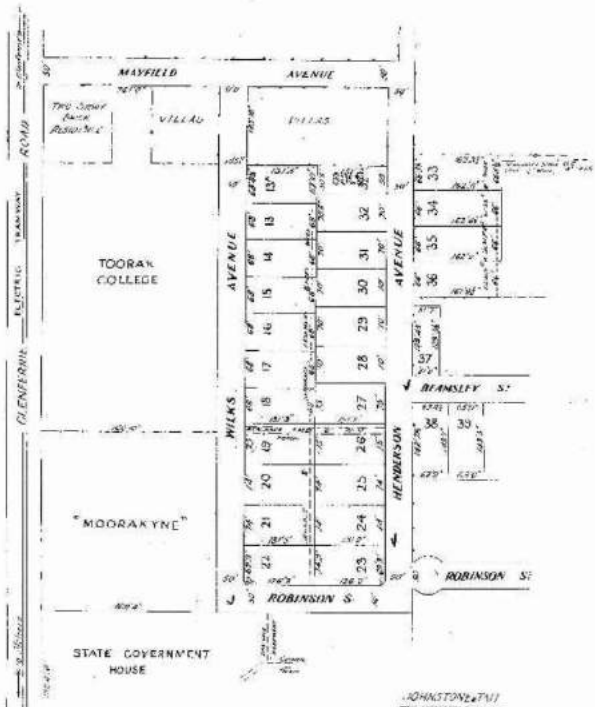


Figure 3. College & Moorakynne Heights Estate subdivision plan, dated 28 Nov 1925 (SHC, MH736).



Figure 4. House at 1 Henderson Avenue, photo dated c1935 (SHC, MP5288).



Figure 5. Photo dated c1935, looking north at 3-9 Henderson Avenue (SHC, MP5286).



Figure 6. House at 6 Wilks Avenue, photo dated c1935 (SHC, MP5287).

Moorakyne

The allotment owned by James Cousin changed hands several times, until it was purchased by Joseph Davies in 1878. The land was finally sold to merchant John Grice, who commissioned London-born architect Charles D'Ebro to design a mansion of grand proportions with a frontage to Glenferrie Road. In 1889 builder Stephen Armstrong was awarded D'Ebro's tender to build the mansion at a cost of £18,888. Grice named the house Moorakyne.

John Grice had been admitted to the bar in 1872, but joined his family's firm of Grice, Sumner & Co. He joined the National Bank in 1887 and became its Chairman in 1906. Grice was Chairman of Directors for many major Australian companies and became Vice Chancellor of the University of Melbourne in 1918. His services to the war effort earned him a knighthood in 1917.

In 1901 Grice sold Moorakyne to Anthony Edwin Bowes Kelly. Kelly had been living with his family at Waiora in Glenferrie Road since 1888. Bowes Kelly made his first fortune as a shareholder in BHP and his second in the Mount Lyell copper mine in Tasmania. For at least four decades Bowes Kelly enhanced Australian mining and manufacturing. He was a director of BHP for 45 years, a director of several banks and companies and a member of Malvern Shire Council, 1892-96.

Interwar subdivision - Moorakyne Estate

In 1930, five years after part of the Moorakyne estate had been sold and subdivided to form Wilks Avenue (as part of The College and Moorakyne Heights Estate), Kelly died. The family lived at Moorakyne until a decision was made to sell the estate. By 1932 no buyer could be found and the estate was subdivided into twenty residential allotments and Moorakyne Avenue was created, with a bend in the road to allow retention of the mansion (Figure 7). In December 1932, the Moorakyne Estate was advertised as:

... one of the finest in the district, gently sloping towards the east, commanding extensive views from many points to the mountains (Moorakyne subdivision plan and sale notice, 3 December 1932, cited in Raworth 2000:6).

In July 1933, The Argus noted that the:

Moorakyne Estate ... was placed on the market only a few months ago, yet already half a dozen houses have been started. Leading Melbourne architects designed most of them and when complete they should form a most interesting group example of modern domestic architecture (Argus, 13 July 1933:5).

Moorakyne mansion, which was retained on lot 3 of the estate on the north side of Moorakyne Avenue, was described as 'one of the finest in the State, ... of noble design ... with ornamental cement finish' (Sun, 28 April 1936). Despite the successful sale of the allotments, the mansion remained unsold and in April 1936 the building was demolished.

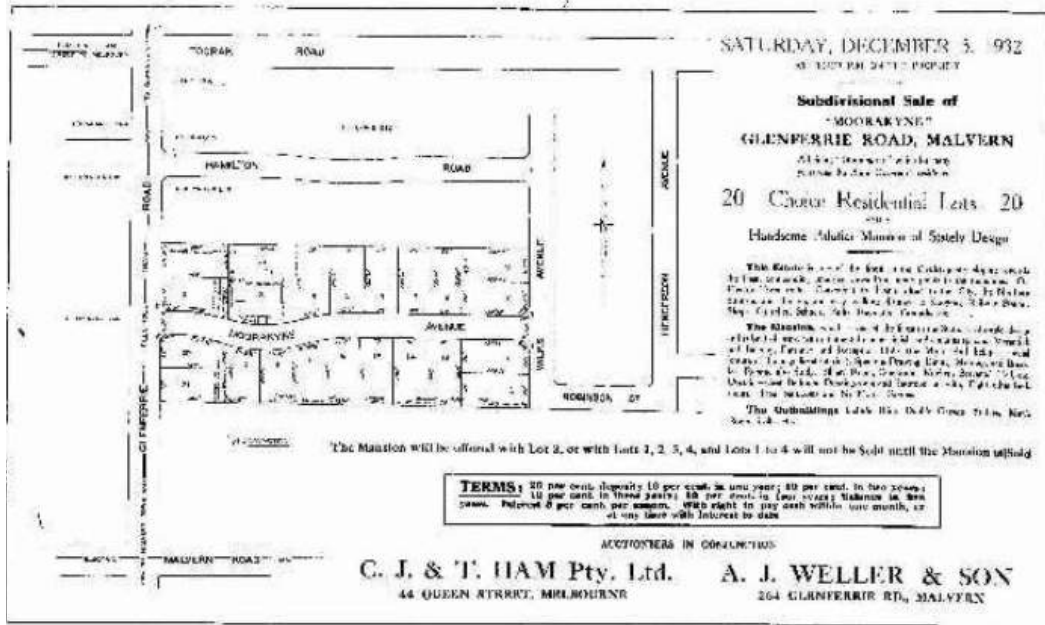


Figure 7. Moorakyne Estate subdivision plan, dated December 1932 (SHC, MH634).

Stonington

Peter Cousin had purchased 20 acres of Balbirnie's land in Glenferrie Road in 1851, two years after his arrival from Scotland. The land was divided between his wife and his sons, Peter and James. By 1882 'fruiterer' Peter Cousin was the owner of a six-roomed weatherboard house with 'orchard, garden and paddock over nine acres on Malvern Hill' (Sturrock 1990:6). In that year, Cousin provided accommodation for Major James Barker, the Territorial Commander of the Salvation Army, and his wife Alice. During their nine month stay in Malvern many prayer meetings were conducted in Cousin's barn, the 'Hallelujah barn', as it came to be called in early issues of the Salvation Army paper 'War Cry'. The Cousin property was also the site of the commissioning of the first Australian Salvation Army Officer.

In June 1886, Peter Cousin sold his property to John Wagner, a founding partner with AW Robertson of the Victorian branch of Cobb and Co. Wagner had gained his wealth in carrying, gold mining, manufacturing and real estate. Wagner commissioned leading architect, Charles D'Ebro, the same architect Grice had chosen for Moorakyne, and in 1890 an imposing mansion of 40 rooms was built by the same builder, Stephen Armstrong. The residence was named Stonington, after Stonington, Connecticut, in the USA, the birthplace of Wagner's wife Mary. John Wagner lived with his family at Stonington until his death in 1901. The Wagner estate consisted of the mansion, stables and gatehouse, all of which survive today. The long curved driveway led from the massive iron gates, down to the porte-cochere, where carriages stopped.

When the Parliament of the Commonwealth of Australia was located in Melbourne, the Governor General resided in the State Government House. Following John Wagner's death, Stonington became the Vice-Regal residence for the Governor of Victoria. Between 1901 and 1931 seven governors occupied Stonington – Sir Arthur Sydenham Clarke, Sir Reginald Talbot, Sir Thomas Gibson Carmichael, Sir John Fuller, Sir Arthur Lyulph Stanley, George Edward Rous the Earl of Stradbroke, and Arthur Herbert Tennyson – Lord Somers.

Following the departure of the last Governor in 1931, Stonington's long association with education began. St Margaret's School used the property until 1938, when the school moved to Berwick. For the next few years, the mansion was used as an after-care centre for infantile paralysis patients and following the outbreak of the Second World War, Stonington was used as a convalescent hospital for the Australian Red Cross Society. From 1953-1956, the Health Department occupied the site as an administrative centre. Since 1957, Stonington has played an important role in Tertiary Education in Victoria. It was the home of the Toorak Teachers' College from 1957 to 1973 and the State College of Victoria, Toorak Campus from 1973 to 1992. Since 1992, Deakin University has occupied the site.

Interwar subdivision - Stonington Fields Estate

During St Margaret's occupancy of Stonington, land surrounding the mansion was subdivided (the mansion remains adjacent to the precinct; VHR H1608, HO40). In April 1935, a sale was held of the Stonington Fields Estate, when twenty-six 'choice residential lots' were created in an extension of Wilks Avenue, the south side of Robinson Street and in the present Somers Avenue (Figure 8). The western end of Somers Avenue (named for Lord Somers) had been created in 1913, and was originally called State Street, then Wagner Street.

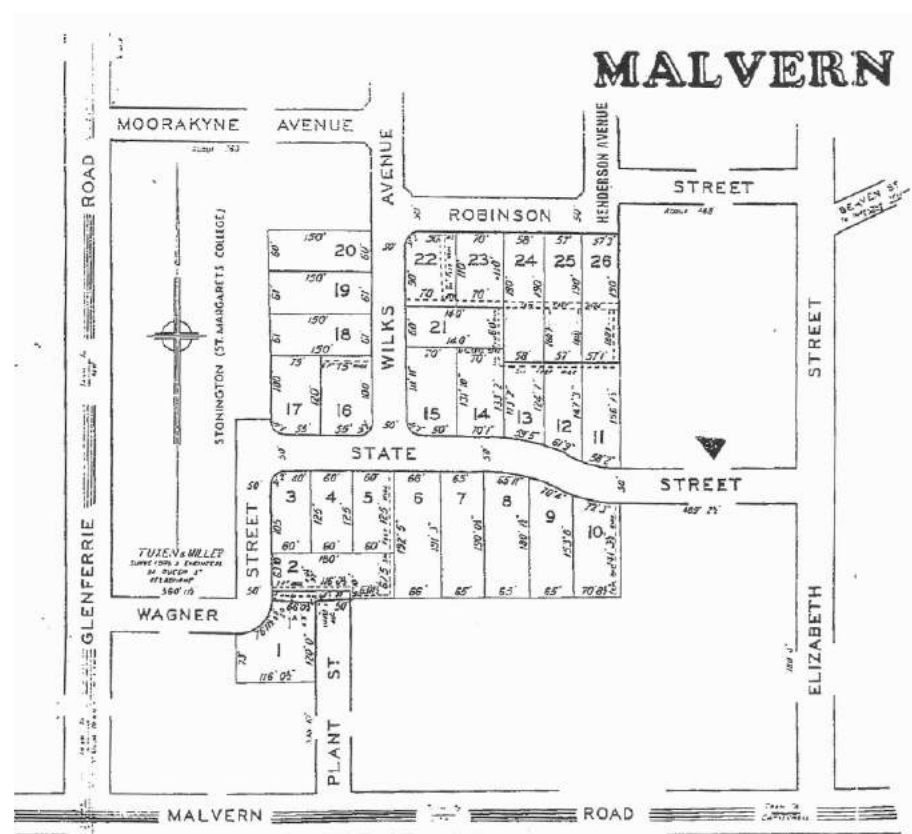


Figure 8. Detail of Stonington Fields Estate, Malvern, auction notice, dated 6 April 1935 (Raworth 2000:8).

Interwar development within Moorakynne/Stonington Precinct

The streets in the Moorakynne/Stonington Precinct, including Wilks Avenue, Henderson Avenue, Hamilton Road, Moorakynne Avenue and an extension of Somers Avenue (formerly Wagner Street and State Street) were all formed as part of the subdivision of the Victorian estates, and a substantial number of houses were constructed in the Interwar period. The majority date from the 1930s with a smaller proportion dating from the 1940s and early 1950s (Figure 9 – Figure 10).

The area attracted the upper middle classes and many houses, and some maisonettes, were designed by Melbourne's leading architects. Houses demonstrate a diversity of character and a range of architectural

styles, in particular the Old English and Georgian Revival styles. Two Interwar houses located adjacent to the precinct, are particularly fine examples of their type – Katanga, 372 Glenferrie Road (HO41; VHR HO935) and 16 Somers Avenue (HO334).

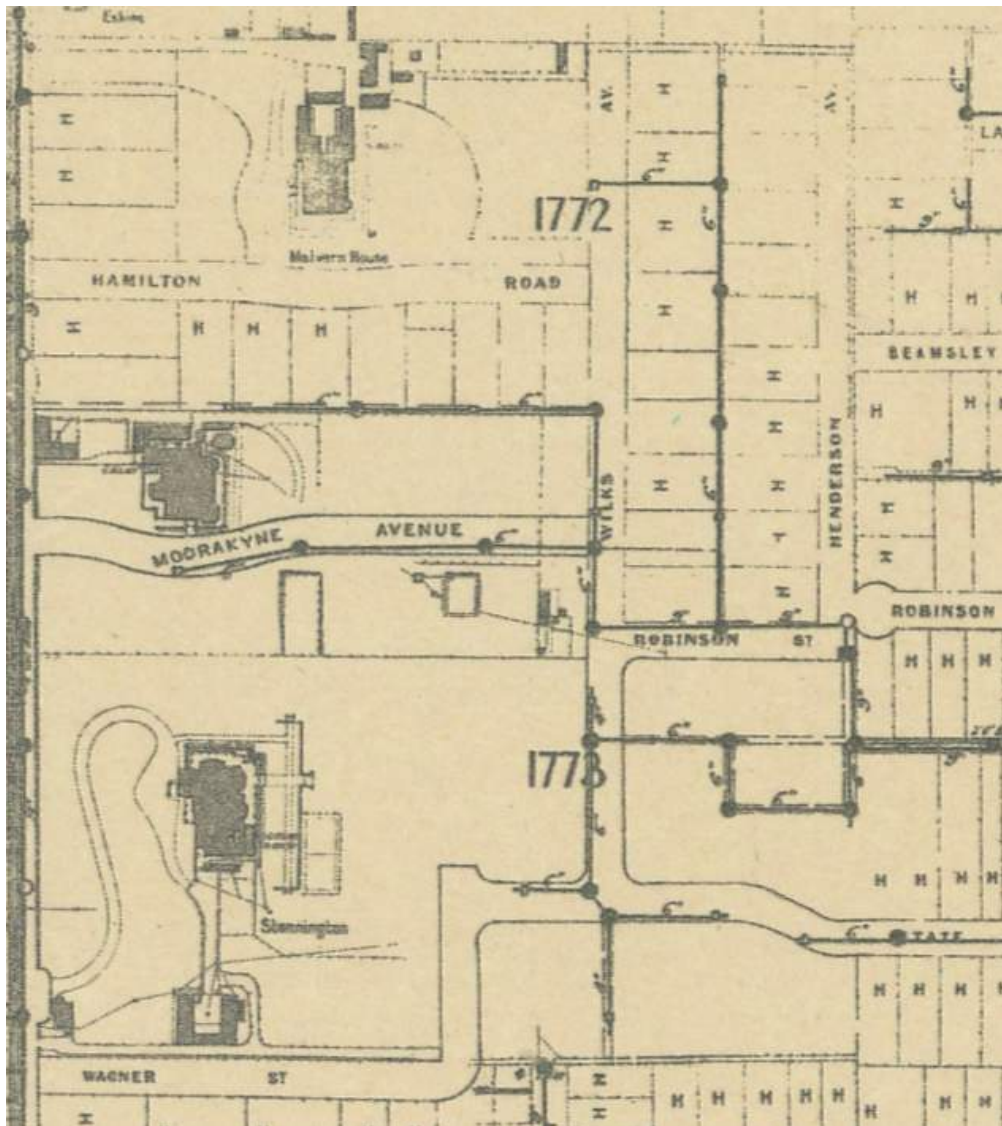


Figure 9. Development of the precinct area by c1933 (prior to the demolition of Moorakyne mansion in 1936) (MMBW Plan NO. 59, dated c1933-c1950).



Figure 10. Development evident within the precinct (boundary in blue) by 1945. Stonington is evident bottom left of the image (areas shaded green indicate places with individual heritage overlays) (Melbourne Uni map collection, Melbourne 1945 photo-map, 849 A3C, dated 1945).

Description Summary

The Moorakayne/Stonington Precinct, Malvern is situated on an elevated and undulating site to the east of Glenferrie Road between Toorak and Malvern Roads, with Glenferrie Road forming the western boundary. The precinct includes the length of the southern side of Hamilton Road, the entirety of Moorakayne Avenue, large sections of Wilks Avenue and Henderson Avenue, small sections of Somers Avenue and Robinson Road, and a number of properties on the east side of Glenferrie Road.

The Moorakayne/Stonington Precinct is a residential precinct containing a large collection of substantial Interwar houses. The streetscapes date largely from the 1930s with a small number of buildings dating from the 1940s and early 1950s. The dominant building form is two-storey detached houses, either Old English or Georgian Revival in style.

Non-contributory buildings in the precinct include a small number of heavily altered interwar houses and houses constructed from the 1960s onwards.

A number of houses within the precinct can be attributed to leading Melbourne architects. These include:

- Maisonettes, 1-3 Moorakynne Avenue: Arthur W Plaisted (c1941) (*Building*, 24 October 1941:20-21)
- House, 11 Moorakynne Avenue: Arnaud E Wright (1934) (SHC MB5119)
- Elvada Flats, 358 Glenferrie Road (corner Moorakynne Avenue): Leslie Reed (1933) (*Herald*, 15 Nov 1933:20)
- Duplex, 2C & 2D Wilks Avenue – A C Leith & Bartlett, 1940 (SHC MH57028)
- House, 6 Wilks Avenue – P A Jenkin (*Australian Home Beautiful*, 2 May 1932; photo SHC MH57030)
- House, 8 Wilks Avenue – Arthur & Hugh Peck (1933) (*Australian Home Beautiful*, October 1933 as recorded in Lewis (1992))
- Houses, 10 & 11 Wilks Avenue – J F W Ballantyne (c1931) (*Australian Home Beautiful*, April 1931 as recorded in Lewis (1992))
- House, 12 Wilks Avenue - Charles Hollinshed (*Australian Home Beautiful*, November 1932 as recorded in Lewis (1992))
- House, 13 Wilks Avenue – Charles Hollinshed (*Argus*, 12 Nov 1949:16)
- House, 3 Henderson Avenue – Cowper, Murphy & Appleford (*Australian Home Beautiful*, October 1933 as recorded in Lewis (1992))
- 9 Henderson Avenue – Robert B Hamilton (1930) (SHC Building Plans MB5027)
- 15 Henderson Avenue – Ballantyne & Wilson (1935) (*Herald*, 30 Oct 1935:12)
- 23 Henderson Avenue – Barney & Kemp (1936) (*Australian Home Beautiful*, May 1936 as recorded in Lewis (1992))
- 4 Hamilton Road – Oakley & Parkes (1928) (SHC Building Plans MB4546)
- 6-8 Hamilton Road – Godfrey & Spowers (1928) (SHC Building Plans MB4484).

Three places with individual Heritage Overlays are located at or near the boundaries of the precinct, and include:

- Stonington, 336 Glenferrie Road (HO40) (VHR H1608)
- Katanga, 372 Glenferrie Road (HO41) (VHR H0935)
- 16 Somers Avenue (HO334).

Key Features

- Large Interwar houses, predominantly Old English and Georgian Revival in style
- Predominantly two-storey residences
- Predominantly gable roof forms with some hipped roof forms
- Steep roof pitches with prominent front gables
- Terracotta tile-clad or shingle-clad roofs
- Timber-lined eaves, some battened for ventilation
- Eaveless gable ends



- Prominent tall clinker brick or rendered chimneys which often project beyond the face of the wall
- Clinker brick or rendered brick walls
- A variety of detailing including brick patterning to facades with contrasting Roman and coloured bricks and half timbering to gable ends
- Multi-paned double-hung windows
- Window shutters
- Consistent front setbacks within streetscapes
- Early or original low brick front fences with some low stone walls
- Mature gardens with established trees
- Early or original brick garages often incorporated into the house design
- Predominantly concrete-paved roads
- Mature street trees including plantings of Spanish Oak (*Quercus palustris*) on Glenferrie Road and Wilks Avenue; Dutch Elm (*Ulmus x hollandica*) on Glenferrie Road; Liquid Amber (*Liquidamber styraciflua*) on Hamilton Road and Moorakynne Avenue; Crabapple (*Malus ioensis*) on Henderson Avenue; Ash (*Fraxinus angustifolia*) on Mayfield Avenue and Wilks Avenue; and London Plane (*Platanus x acerifolia*) on Somers Avenue and Wilks Avenue.

References

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

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

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Moorakyne/Stonington Precinct, Malvern – Statement of Significance, June 2021

Heritage place: Moorakyne/Stonington Precinct, Malvern

PS ref no.: HO182



Figure 1. Moorakyne Avenue, Malvern (March 2021)

What is significant?

The Moorakyne/Stonington Precinct, Malvern, a mid-1920s to mid-1930s subdivision of 1880s mansion estates, containing a large collection of substantial Interwar houses. The streetscapes date largely from the 1930s with a small number of buildings dating from the 1940s and early 1950s contributing to the precinct.

The precinct includes:

Glenferrie Road (nos. 356-378)

Hamilton Road (nos. 2-16)

Henderson Avenue (nos. 1-25 & 2, 12-14)

Moorakyne Avenue (nos. 1-17 & 2-14)

Robinson Street (nos. 5-7 & 16-26)

Somers Avenue (nos. 23-33 & 18-24)

Wilks Avenue (nos. 1-15 & 2A/B/C/D -12).

Elements that contribute to the significance of the place include (but are not limited to):

- Large Interwar houses, predominantly Old English and Georgian Revival in style
- Predominantly two-storey residences

- Predominantly gable roof forms with some hipped roof forms
- Steep roof pitches with prominent front gables
- Terracotta tile-clad or shingle-clad roofs
- Timber-lined eaves, some battened for ventilation
- Eaveless gable ends
- Prominent tall clinker brick or rendered chimneys which often project beyond the face of the wall
- Clinker brick or rendered brick walls
- A variety of detailing including brick patterning to facades with contrasting Roman and coloured bricks and half timbering to gable ends
- Multi-paned double-hung windows
- Window shutters
- Consistent front setbacks within streetscapes
- Early or original low brick front fences with some low stone walls
- Mature gardens with established trees
- Early or original brick garages often incorporated into the house design
- Predominantly concrete-paved roads
- Mature street trees including plantings of Spanish Oak (*Quercus palustris*) on Glenferrie Road and Wilks Avenue; Dutch Elm (*Ulmus x hollandica*) on Glenferrie Road; Liquid Amber (*Liquidamber styraciflua*) on Hamilton Road and Moorakynne Avenue; Crabapple (*Malus ioensis*) on Henderson Avenue; Ash (*Fraxinus angustifolia*) on Mayfield Avenue and Wilks Avenue; and London Plane (*Platanus x acerifolia*) on Somers Avenue and Wilks Avenue.

Later alterations and additions to the Interwar houses are not significant. Houses constructed from the 1960s onwards and those that are heavily altered are not significant.

How is it significant?

The Moorakynne/Stonington Precinct, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

Why is it significant?

The Moorakynne/Stonington Precinct has clear associations with the twentieth century interwar subdivision of large estates which were established by wealthy Melburnians during the land boom of the 1880s. The precinct retains a substantial collection of highly intact Interwar houses, the majority dating from the 1930s, which clearly illustrate this important phase of development in the City of Stonnington. Stonington Mansion, retained on a substantial estate to the south of the precinct (VHR1608, HO40), provides a tangible link to the original boom-era mansion estates (Criterion A).

The Moorakynne/Stonington Precinct is a fine and highly intact example of a cohesive upper middle-class Interwar residential precinct. Set in predominantly concrete-paved, tree-lined streets, the majority of the houses in the precinct display typical features of the Old English and Georgian Revival styles popular in the interwar years in Malvern and across Melbourne more broadly. These include large two-storey building forms, clinker brick and rendered brick walls, terracotta tile and shingle-clad roofs, gable and hipped roof

forms, prominent front gable ends, tall feature chimneys which project beyond the buildings, brick patterning to walls and half-timbered gable ends, multi-paned double-hung windows, generous front gardens and low brick or stone front fences (Criterion D).

The Moorakyne/Stonington Precinct is a highly intact Interwar precinct which contains many carefully designed and well-resolved Old English and Georgian Revival style Interwar houses by Melbourne’s leading architects.

Those by more prominent architects include:

- Maisonettes, 1-3 Moorakyne Avenue: Arthur W Plaisted (c1941)
- House, 11 Moorakyne Avenue: Arnaud E Wright (1934)
- Elvada Flats, 358 Glenferrie Road (corner Moorakyne Avenue): Leslie Reed (1933)
- Duplex, 2C & 2D Wilks Avenue – A C Leith & Bartlett, 1940
- House, 6 Wilks Avenue – P A Jenkin, c1932
- House, 8 Wilks Avenue – Arthur & Hugh Peck (1933)
- Houses, 10 & 11 Wilks Avenue – J F W Ballantyne (c1931)
- House, 12 Wilks Avenue - Charles Hollinshed (c1932)
- House, 13 Wilks Avenue – Charles Hollinshed (c1949:16)
- House, 3 Henderson Avenue – Cowper, Murphy & Appleford (c1933)
- 9 Henderson Avenue – Robert B Hamilton (1930)
- 15 Henderson Avenue – Ballantyne & Wilson (1935)
- 23 Henderson Avenue – Barney & Kemp (1936)
- 4 Hamilton Road – Oakley & Parkes (1928)
- 6-8 Hamilton Road – Godfrey & Spowers (1928).

Set behind mature gardens along tree-lined streets, these houses display picturesque qualities such as complex rooflines, prominent chimneys, decorative brickwork, half-timbered gable ends and multi-paned windows which make an important aesthetic contribution to the overall character of the precinct (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June 2021)

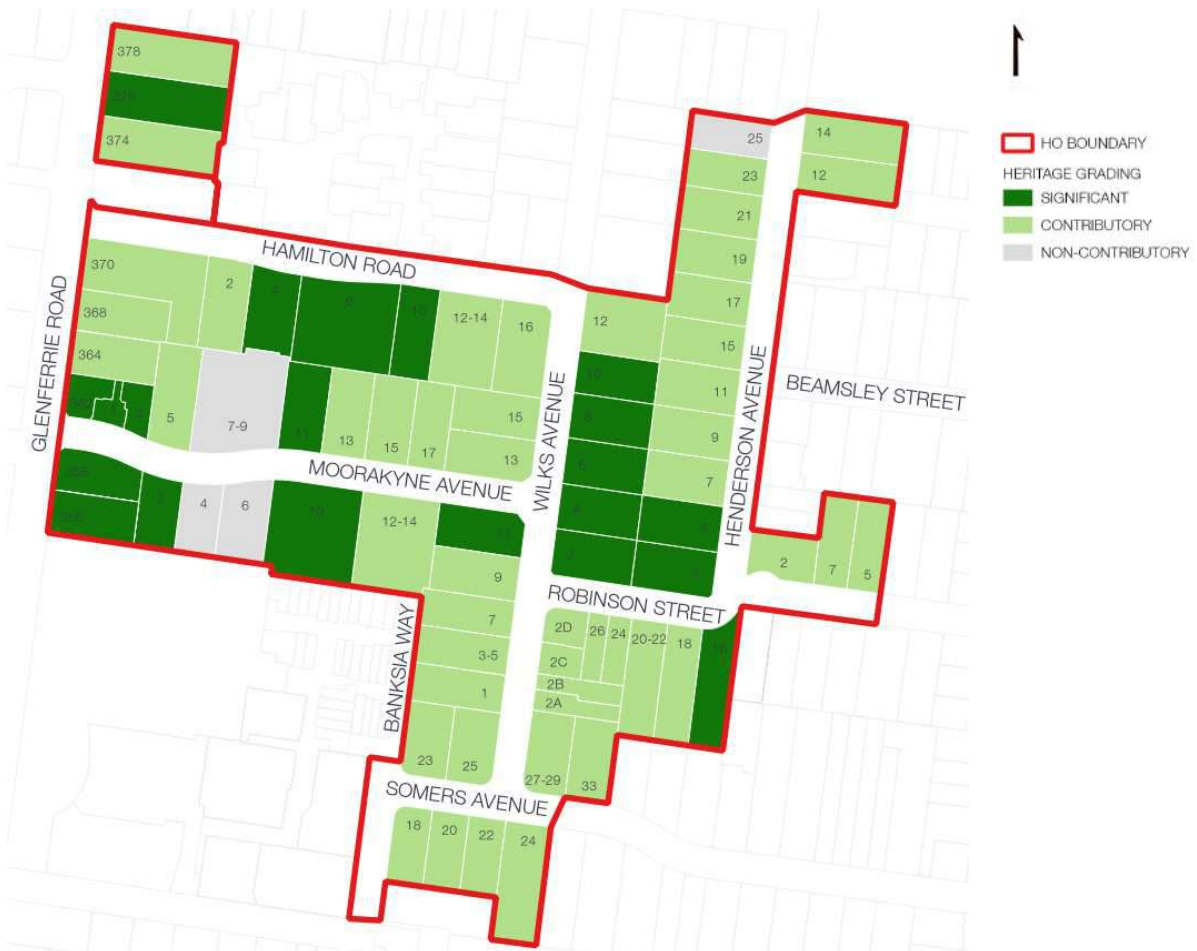
B Raworth, *HO182 Moorakyne & Stonington Precinct Citation*, 2000.

Gradings:

Address	Place name / alt / additional address	Grading	Early fence / contributory trees
356 Glenferrie Road, MALVERN	Grendon	Significant	
358 Glenferrie Road, MALVERN	Elvada	Significant	Fence
362 Glenferrie Road, MALVERN		Significant	

364 Glenferrie Road, MALVERN	1-4/364 Glenferrie Road	Contributory	Tree (Liquid amber)
368 Glenferrie Road, MALVERN		Contributory	
370 Glenferrie Road, MALVERN		Contributory	Fence
374 Glenferrie Road, MALVERN		Contributory	Trees (Algerian Oak & Plane)
376 Glenferrie Road, MALVERN		Significant	Fence Trees (Plane and Gleditsia)
378 Glenferrie Road, MALVERN		Contributory	Trees (Algerian Oak, 2 x Pencil pines)
2 Hamilton Road, MALVERN		Contributory	
4 Hamilton Road, MALVERN	Allawah	Significant	
6 Hamilton Road, MALVERN		Significant	Tree (Spruce)
10 Hamilton Road, MALVERN	Turoa	Significant	
12-14 Hamilton Road, MALVERN		Contributory	Fence
16 Hamilton Road, MALVERN		Contributory	Gate and gate posts
1 Henderson Avenue, MALVERN		Significant	Stone garden wall
2 Henderson Avenue, MALVERN		Contributory	
3 Henderson Avenue, MALVERN		Significant	Tree (eucalypt)
7 Henderson Avenue, MALVERN		Contributory	
9 Henderson Avenue, MALVERN		Contributory	
11 Henderson Avenue, MALVERN		Contributory	
12 Henderson Avenue, MALVERN		Contributory	
14 Henderson Avenue, MALVERN		Contributory	
15 Henderson Avenue, MALVERN		Contributory	
17 Henderson Avenue, MALVERN		Contributory	
19 Henderson Avenue, MALVERN		Contributory	Stone fence
21 Henderson Avenue, MALVERN		Contributory	Stone fence
23 Henderson Avenue, MALVERN		Contributory	Stone fence
25 Henderson Avenue, MALVERN		Non-contributory	
1 Moorakyne Avenue, MALVERN		Significant	
2 Moorakyne Avenue, MALVERN		Significant	
3 Moorakyne Avenue, MALVERN		Significant	
4 Moorakyne Avenue, MALVERN		Non-contributory	
5 Moorakyne Avenue, MALVERN		Contributory	
6 Moorakyne Avenue, MALVERN		Contributory	
7-9 Moorakyne Avenue, MALVERN		Non-contributory	
10 Moorakyne Avenue, MALVERN		Significant	Fence
11 Moorakyne Avenue, MALVERN		Significant	Tree (cypress pine)
12-14 Moorakyne Avenue, MALVERN		Contributory	Tree (tulip poplar)
13 Moorakyne Avenue, MALVERN		Contributory	
15 Moorakyne Avenue, MALVERN		Contributory	
17 Moorakyne Avenue, MALVERN		Contributory	Fence
5 Robinson Street, MALVERN		Contributory	
7 Robinson Street, MALVERN		Contributory	
16 Robinson Street, MALVERN		Significant	
18 Robinson Street, MALVERN		Contributory	
20-22 Robinson Street, MALVERN		Contributory	
24 Robinson Street, MALVERN		Contributory	Fence
26 Robinson Street, MALVERN		Contributory	Fence
18 Somers Avenue, MALVERN		Contributory	Fence
20 Somers Avenue, MALVERN		Contributory	
22 Somers Avenue, MALVERN		Contributory	
23 Somers Avenue, MALVERN		Contributory	

24 Somers Avenue, MALVERN		Contributory	
25 Somers Avenue, MALVERN	Loch Sloy	Contributory	
27-29 Somers Avenue, MALVERN		Contributory	
33 Somers Avenue, MALVERN		Contributory	
1 Wilks Avenue, MALVERN		Contributory	
2 Wilks Avenue, MALVERN		Significant	
2A Wilks Avenue, MALVERN		Contributory	
2B Wilks Avenue, MALVERN		Contributory	
2C Wilks Avenue, MALVERN		Contributory	
2D Wilks Avenue, MALVERN		Contributory	
3-5 Wilks Avenue, MALVERN		Contributory	Fence
4 Wilks Avenue, MALVERN		Significant	Tree (cypress pine)
6 Wilks Avenue, MALVERN		Significant	Fence
7 Wilks Avenue, MALVERN		Contributory	Fence
8 Wilks Avenue, MALVERN		Significant	
9 Wilks Avenue, MALVERN		Contributory	Fence
10 Wilks Avenue, MALVERN		Significant	Fence Tree (Pin Oak)
11 Wilks Avenue, MALVERN		Significant	Trees (2 eucalypts – lemon scented; camphor laurel)
12 Wilks Avenue, MALVERN		Contributory	
13 Wilks Avenue, MALVERN		Contributory	Fence
15 Wilks Avenue, MALVERN		Contributory	



BACKGROUND INFORMATION:

Glenferrie Road/High Street Precinct, Malvern (HO349)



Figure 1. Glenferrie Road (western side) (GJM Heritage, March 2021)

DATE: June 2021

Place type: Commercial Precinct	Architect: Various
Construction Date: Mid 1800s to c1945	Builder: Various

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.

Precinct History Summary

[The following history has been informed by Bryce Raworth's citation for Glenferrie Road/High Street Proposed Conservation Area, 1998, with additional information as cited].

The Glenferrie Road/High Street Precinct is the main commercial precinct in Malvern. It includes properties along Glenferrie Road from Dandenong Road to High Street, part of High Street west of Glenferrie Road, and a group of commercial premises near the Malvern Railway Station.

Prior to the first land sales in the area in 1840, pastoralists occupied what was to become the District of Gardiner. The first pastoralist was John Gardiner, after whom the district was named, who arrived in 1836. When the area was first surveyed it was divided into allotments suitable for gardens, orchards and farms. In 1856 the Gardiner Road District was proclaimed, extending from Gardiners Creek to Kooyong, Dandenong and Warrigal roads. Two of the main routes in the District would become Glenferrie Road and High Street.

The main Glenferrie Road section of the precinct, between Wattletree Road and High Street, was established on eight allotments which were first sold in 1854 as Crown Portions 31-34 and 45-48 in the Township of Gardiner, Parish of Prahran (Figure 2). The lots were sold to various settlers and speculators, including the Fulton Land Syndicate, which comprised Thomas Fulton as the principal of the syndicate, L MacKinnon and FJ Sargood, who purchased a number of the crown portions fronting Glenferrie Road. These lots were further subdivided into smaller lots and on-sold.

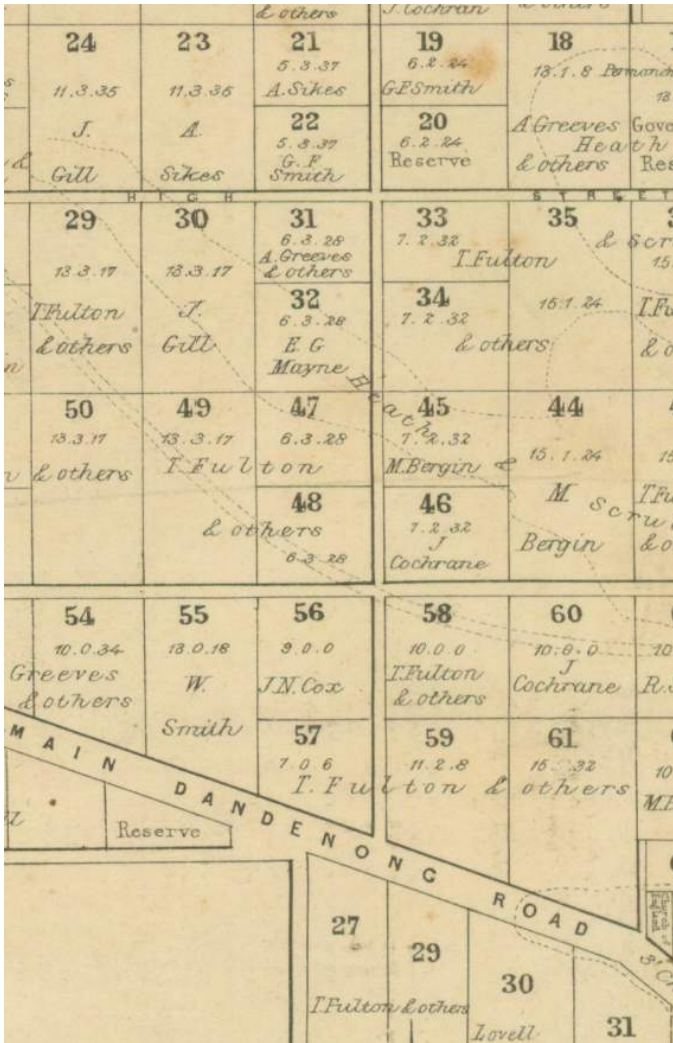


Figure 2. An 1857 'Plan of suburban allotments' in the Township of Gardiner, showing lots fronting Glenferrie Road and High Street (SLV, Filename dq006642).

It was originally proposed to name Glenferrie Road 'Sir Henry's Road', after Governor Sir Henry Barkly, but in 1857 the name Barkly Road was adopted. The name was changed to Glenferrie Road in 1872 after 'Glen Ferrie', a property owned by Peter Ferrie, one of Malvern's early land owners (Context 2009: 40, 59).

An early commercial development on what was to become Glenferrie Road was the substantial Railway Hotel, established as the Gardiner Hotel in the mid-1850s at the south-east corner of Glenferrie Road and Dandenong Road, which in 1862 boasted Victoria's first bowling green. Robert Alway built the first store in Glenferrie Road, on the south-west corner of Wattletree Road (dated as pre-1871). By 1856 only a handful of dwellings occupied Glenferrie Road. One residence was 'Coldblo' (1855), built for the Hon. Robert Sitwell near High Street.

The area attracted market gardeners and by 1865 William Chandler, known for his cauliflower production, owned land near the corner of Dandenong Road. Later, Edward Edsell, who would become Shire President, established a seed farm to the south of High Street, while the nursery of horticulturist Daniel Webley was established near Barkly Avenue (Williams Nursery later occupied this site). The rural character of Glenferrie Road was largely maintained through the 1860s and 1870s until the suburban railway line was extended through Malvern in 1879 (*Weekly Times*, 5 Apr 1879:16), connecting the suburban rail network with the country rail service to Gippsland. The railway, and associated station near the corner of Glenferrie and Dandenong Roads, provided a stimulus for commercial development in the adjacent Station Street and

Claremont Avenue (called Railway Road until 1907), and beyond to Glenferrie Road. This coincided with the suburban land boom of the 1880s, which resulted in the subdivision of some Glenferrie Road estates, with allotments offered for sale for commercial premises along the main road frontages, and for residences in the often newly established side streets.

From 1885, a civic centre for the Shire was developed on the corner of High Street and Glenferrie Road, on land that had been reserved for general municipal purposes in 1878. The civic centre comprised a Town Hall and Public Library complex (1885-1927), a Court House and Police Station (both 1886-87).

By the 1890s both Glenferrie Road and High Street, as well as Station Street and Claremont Avenue near Malvern Station, were well established commercial centres, containing a variety of retail premises. Buildings were predominantly two-storied, with the upper floor often serving as a residence, with many constructed as pairs or as groups of premises. Examples from this period of development include Pepperell's Buildings at 13-25 Glenferrie Road (1891); McAuley Building's at 50-58 Glenferrie Road (1890); buildings at 69-83 Glenferrie Road and at 104-106 Glenferrie Road (1888); Dixon's Buildings at 255-263 Glenferrie Road (1889); buildings at 1206-1210 High Street (1891); and individual buildings such as H G Appleford Printer, 109 Glenferrie Road (1891) and the building at 115 Glenferrie Road.

However, the 1880s boom years came to an end, and with the severe economic depression of the 1890s many companies, building societies and banks went into liquidation. Development in the area slowed and land often remained vacant in this decade.

At the close of the nineteenth century unoccupied allotments remained throughout the precinct (see Figure 3), however with the gradual improvement in the economy, commercial premises were eventually built on the undeveloped land. By 1910 the commercial precinct had developed into one of Melbourne's foremost shopping strips (*Prahran Telegraph*, 4 June 1910:6). Buildings from this period include Turner's Buildings at 60-64 Glenferrie Road (1904), the Art Nouveau inspired premises at 97-103 Glenferrie Road (1902), 14 Glenferrie Road & 1-11 Station Street, and the Fire Station in Willis Street (1906).

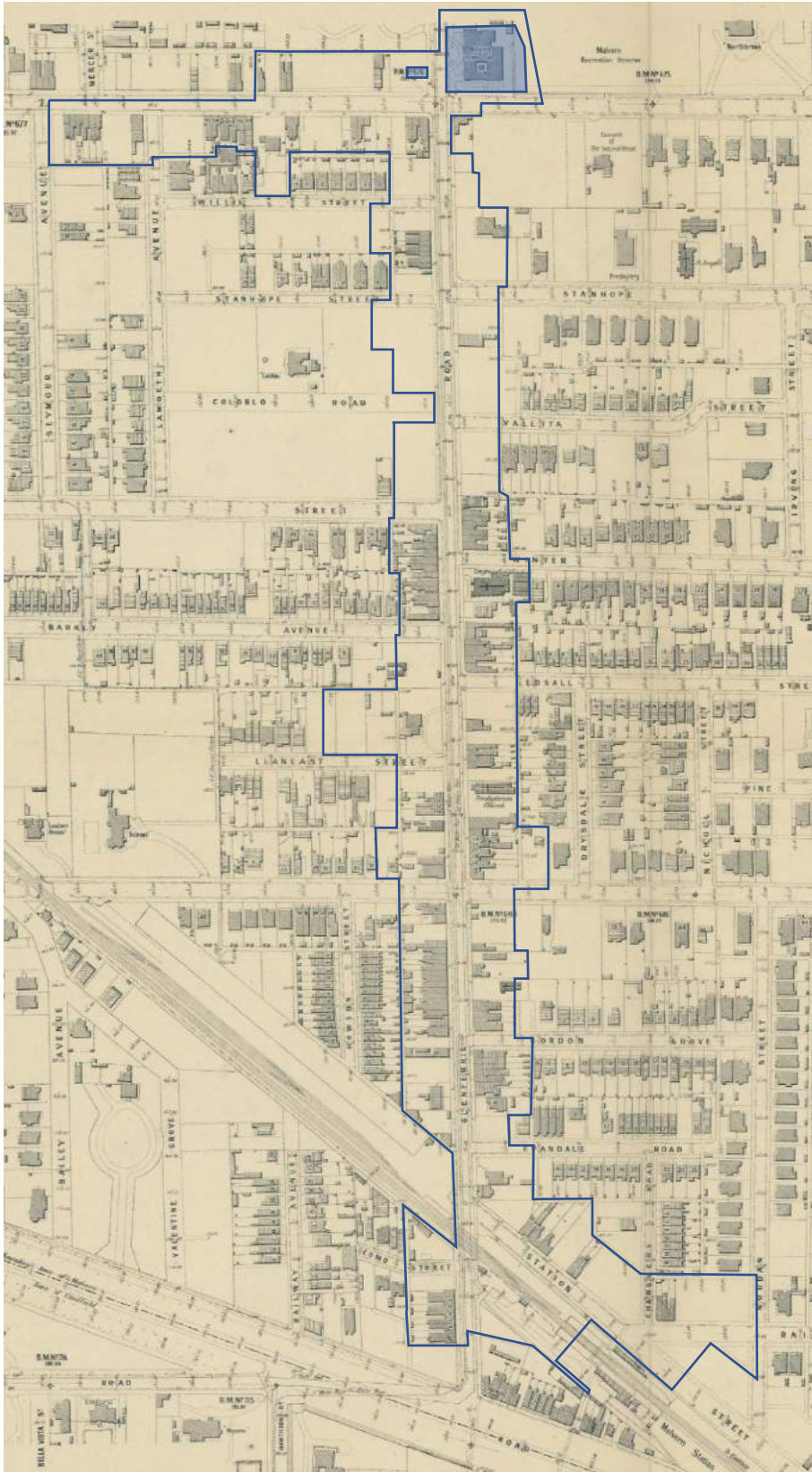


Figure 3. The precinct (approximate boundary in blue) in 1901, extending from Dandenong Road at the south to High Street at the north (MMBW Plan No. 61, dated 1901).

The Coldblo Estate subdivision on the west side of Glenferrie Road was initially advertised for sale as a residential and commercial subdivision in 1892 (Figure 4), however, the frontages to Glenferrie Road remained undeveloped into the early twentieth century due to the economic depression of the 1890s.

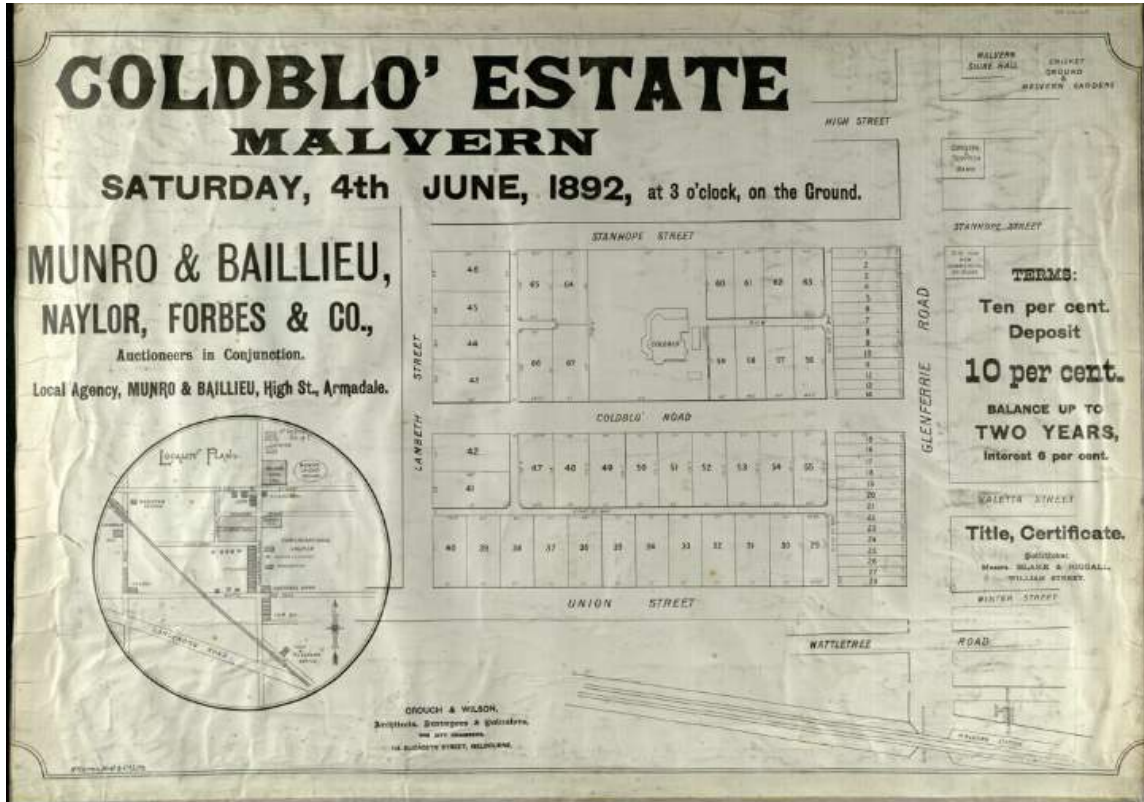


Figure 4. Auction Notice for the Coldblo Estate, Malvern, dated 1892, prior to the development of the Malvern Tram Depot on Coldblo Road (SLV, Filename ha000093).

Coldblo House and Estate was subsequently acquired by the Prahran & Malvern Municipal Tramways Trust and a tram depot was established on the site in 1910 (VHR H0910). An extensive tram network was developed in the area from 1909, including a route along Glenferrie Road, from Dandenong Road to the High Street intersection, then west along High Street to Armadale Railway Station. This provided further impetus for development of the Glenferrie Road/High Street commercial centre and any remaining vacant land on the main roads was filled over the next few years. Buildings from this period include the corner premises at 197-201 Glenferrie Road (1914), the former National Bank at 84 Glenferrie Road (1914) and the former post office and telegraph exchange, Llaneast Street (1919).

As a result of the growth in the area, Malvern was proclaimed a City in 1911.

The precinct continued to develop in the Interwar period, at which time Glenferrie Road became known for its banks, real estate agents and theatres. The only theatre to remain today is the Victory Picture Theatre (1920) which has been converted to retail premises at 133 Wattle Tree Road. A Melbourne and Metropolitan Board of Works (MMBW) plan shows the commercial streets densely developed in the late 1940s (Figure 5). The precinct remained one of Melbourne's major commercial centres through the twentieth century and into the twenty-first century.

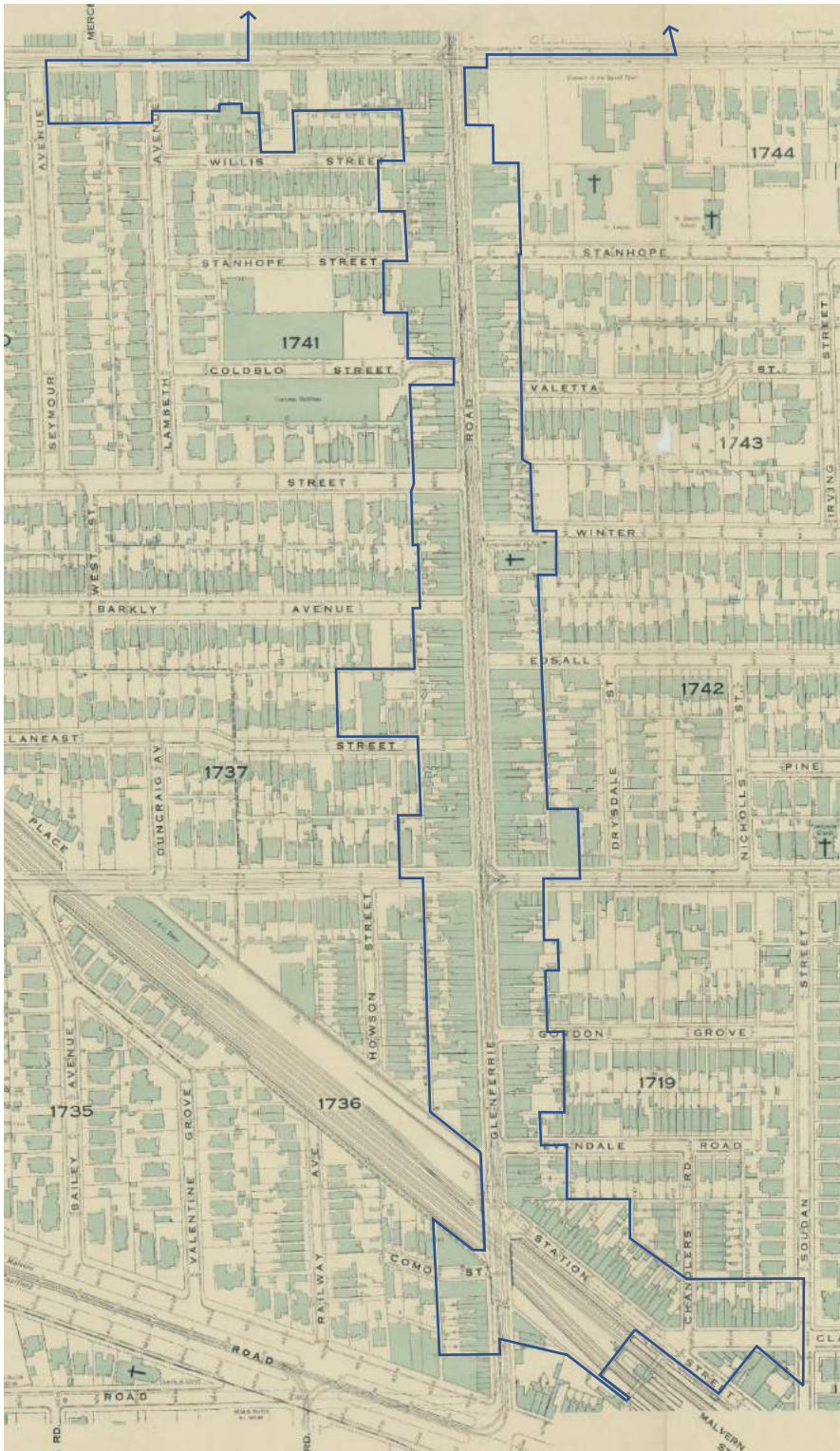


Figure 4. The dense development of the precinct (approximate boundary in blue) by 1948 (MMBW Plan No. 61, dated 1948).

Description Summary

The Glenferrie Road/High Street Precinct includes properties on both sides of Glenferrie Road from High Street in the north to Dandenong Road in the south, sections of both sides of High Street to the west of Glenferrie Road, commercial properties in Station Street and Claremont Avenue, and a small number of properties located on side streets off Glenferrie Road.

The precinct comprises commercial premises predominantly from the Victorian and Federation periods of the late nineteenth and early twentieth centuries. The precinct also includes two public buildings – the Fire Station, Willis Street (1906) and Post Office and Telegraph Exchange, Llaneast Street (1919) – the Glenferrie Road railway bridge, a number of banks from various periods, and the Former Victory Picture Theatre (1920) which has been converted to retail premises at 133 Wattletree Road. A number of Interwar commercial premises are also included within the precinct.

Buildings that do not contribute to the significance of the precinct include those constructed in the post-war period onwards (from c1945). Recent additions and alterations (excluding conservation works) to heritage buildings are also not contributory.

A number of places with individual Heritage Overlays are located at or near the boundaries of the precinct and these places support the significance of the precinct. These include:

- Malvern Railway Station, 2 Station Street, Malvern (HO103) (VHR H1575)
- Former Railway Hotel, 641-651 Dandenong Road, Malvern (HO403)
- Former ES&A Bank, 1284-1286 High Street (HO58) (VHR H1691)
- June Moon (Sculpture), Glenferrie Road/High Street corner (HO42)
- Malvern Town Hall, 1251 High Street, Malvern (HO483)
- Malvern Tram Depot, Coldblo Road (HO23) (VHR H0910)

St Paul's Anglican Church, Dandenong Road (HO14 Glen Eira Planning Scheme, Caulfield North Estate & Environs, Caulfield North), is also prominently located to the south of the precinct.

Key Features

- Highly intact late nineteenth/early twentieth century precinct
- Consistent two-storey scale with some single-storey buildings
- Predominantly late Victorian and Federation period commercial buildings, with some Interwar commercial buildings
- A large portion of buildings of high architectural quality
- A variety of both simple and highly decorative façade parapets, with pitched roofs behind
- No front or side setbacks
- Face red brick (including polychrome) or rendered walls
- Rendered window surrounds and sills to upper storeys
- Rendered ornament to upper storeys, including name plates
- Corner towers
- Rendered or tile-clad bracketed hoods to upper storey windows

- Rendered or face brickwork chimneys
- Strong horizontal lines formed by parapets, cornices, string courses
- Repetitive upper floor fenestration patterns
- Less than 40% of the upper street façade comprising openings such as windows
- Corrugated iron roof cladding dominant
- Upper-level verandahs for residential use
- Original or early shop fronts with display windows, timber or tiled plinths, and entry recesses
- Splayed corners to buildings at intersections
- Some intact rear wings
- Remnant original or early painted signage
- The Glenferrie Road railway bridge (steel framed bridge with red brick abutments with stone capping)
- Bluestone service laneways to the rear of Glenferrie Road and High Street shops
- Remnant bluestone kerb and guttering in some east-west streets
- Views to key landmarks at the northern and southern ends of the precinct (being the Malvern Town Hall to the north and St Paul’s Anglican Church to the south).



Figure 6. Western side of Glenferrie Road, north of Wattletree Road



Figure 7. Pepperell's Building,
13-25 Glenferrie Road

References

Auction Notice for the Coldblo Estate, Malvern, dated 1892.

Context, *Stonnington Thematic Environmental History*, 2006, 2009 addendum.

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

Melbourne and Metropolitan Board of Works (MMBW) Plan No 61, Malvern, dated 1901 & 1948.

Prahran Telegraph.

Raworth, Bryce, *Glenferrie Road/High Street Proposed Conservation Area*, 1997.

State Library of Victoria (SLV), images and maps as cited.

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

Weekly Times.

Glenferrie Road/High Street Precinct, Malvern – Statement of Significance, June 2021

Heritage place: Glenferrie Road/High Street Precinct, Malvern

PS ref no.: HO349



Glenferrie Road (western side) (March 2021)

What is significant?

The Glenferrie Road/High Street Precinct, Malvern, a commercial and civic precinct containing a collection of predominantly two-storey Victorian and Federation commercial buildings with some Interwar premises. The precinct comprises the streetscape of Glenferrie Road between High Street and Dandenong Road, High Street west of Glenferrie Road, commercial properties in Station Street and Claremont Avenue, and a small number of properties located on side streets off Glenferrie Road.

The precinct includes:

Barkly Avenue (1/1A & 2-6/6A)

Claremont Avenue (1-25 & 2-18)

Dandenong Road (653-665)

Evandale Road (2)

Glenferrie Road (13-285A & 8-288)

Gordon Grove (1A & 2A-C)

High Street (1195-1249 & 1152-1278)

Llaneast Street (1A & 8)

Seymour Avenue (40)

Stanhope Street (38)

Station Place (1-5)

Station Street (1-55)

Union Street (77-88 & 86-92)

Wattletree Road (105-133 & 128 and 136)

Willis Street (2 & 17)

Winter Street (1A-1E)

Key features that contribute to the significance of the place include (but are not limited to):

- Highly intact late nineteenth/early twentieth century precinct
- Consistent two-storey scale with some single-storey buildings
- Predominantly late Victorian and Federation period commercial buildings, with some Interwar commercial buildings
- A large portion of buildings of high architectural quality
- A variety of both simple and highly decorative façade parapets, with pitched roofs behind
- No front or side setbacks
- Face red brick (including polychrome) or rendered walls
- Rendered window surrounds and sills to upper storeys
- Rendered ornament to upper storeys, including name plates
- Corner towers
- Rendered or tile-clad bracketed hoods to upper storey windows
- Rendered or face brickwork chimneys
- Strong horizontal lines formed by parapets, cornices, string courses
- Repetitive upper floor fenestration patterns
- Less than 40% of the upper street façade comprising openings such as windows
- Corrugated iron roof cladding dominant
- Upper-level verandahs for residential use
- Original or early shop fronts with display windows, timber or tiled plinths, and entry recesses
- Splayed corners to buildings at intersections
- Some intact rear wings
- Remnant original or early painted signage
- The Glenferrie Road railway bridge (steel framed bridge with red brick abutments with stone capping)
- Bluestone service laneways to the rear of Glenferrie Road and High Street shops
- Remnant bluestone kerb and guttering in some east-west streets
- Views to key landmarks at the northern and southern ends of the precinct (being the Malvern Town Hall to the north and St Paul's Anglican Church to the south).

A number of places with individual Heritage Overlays are located at or near the boundaries of the precinct and these places support the significance of the precinct. These include:

- Malvern Railway Station, 2 Station Street, Malvern (HO103) (VHR H1575)
- Former Railway Hotel, 641-651 Dandenong Road, Malvern (HO403)
- Former ES&A Bank, 1284-1286 High Street (HO58) (VHR H1691)
- June Moon (Sculpture), Glenferrie Road/High Street corner (HO42)
- Malvern Town Hall, 1251 High Street, Malvern (HO483)
- Malvern Tram Depot, Coldblo Road (HO23) (VHR H0910)

St Paul's Anglican Church, Dandenong Road (HO14 Glen Eira Planning Scheme, Caulfield North Estate & Environs, Caulfield North) is also prominently located to the south of the precinct.

Buildings that do not contribute to the significance of the precinct include those constructed in the post-war period onwards (from c1945). Recent additions and alterations to heritage buildings (excluding conservation works) are also not contributory.

How is it significant?

The Glenferrie Road/High Street Precinct, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington. It has local rarity value for its highly intact collection of original or early shop fronts.

Why is it significant?

The Glenferrie Road/High Street Precinct has functioned continuously as Malvern's principal commercial centre since c1880. It retains a substantial collection of highly intact buildings, predominantly from the Victorian and Federation periods with some Interwar development, including shops and associated residences and other commercial and civic/public buildings and structures. Together these demonstrate the development of this major commercial precinct, particularly from the 1880s to the 1910s when substantial growth occurred in Glenferrie Road, High Street and Station Street/Claremont Avenue, and are illustrative of the enduring role the commercial precinct has played in the economic and social life of Malvern for in excess of 100 years (Criterion A).

The Glenferrie Road/High Street Precinct retains a rare collection of highly intact shopfronts from the Victorian, Federation and Interwar periods. These include timber-framed windows with stallboard, metal-framed shopfronts with tiled stallboards and splayed entries, metal framed shopfronts with leaded highlights, copper-framed shopfront windows, metal-framed shopfront with asymmetrical entry and display cabinets, and a highly elaborate shopfront at 39 Station Street. Buildings retaining intact shopfront include (but are not limited to):

- Barkly Avenue (2-6A)
- Claremont Avenue (9A, 23, 25, 2-8, 12-18)
- Glenferrie Road (13, 15, 19, 35-37, 45, 57, 59/59A, 65-67, 155, 197-201, 269, 273-275, 277-285A, 12-14, 90-96, 230-232, 260-264)
- High Street (1205-1207, 1225, 1206-1210, 1256, 1262, 1272-1278)
- Station Street (1-3, 13-15, 37, 39, 49)
- Wattletree Road (109, 115-125).

The Town Hall Buildings at 277-285 Glenferrie Road and 1272-1278 High Street display a particularly fine and highly intact metal-framed shopfront with tiled surrounds and decorative leaded highlight to eight adjoining premises (Criterion B).

The highly intact streetscapes within the Glenferrie Road/High Street Precinct clearly demonstrate the principal characteristics of a major turn-of-the-century commercial centre in the City of Stonnington. Typical characteristics of such centres – including the predominantly two-storey Victorian and Federation street wall height, parapetted rendered or red brick facades with repetitive upper floor fenestration, and ground floor shopfronts – are displayed in the original forms, fabric and detailing of the majority of the buildings. The Glenferrie Road streetscapes are particularly notable to the north and south of the intersection with Wattletree Road and are highly consistent in their architectural form and expression, forming a cohesive and important streetscape (Criterion D).

The Glenferrie Road/High Street Precinct contains a number of carefully detailed and designed examples of commercial buildings with well-resolved architectural expression. These include, among others, Pepperell's Buildings at 13-25 Glenferrie Road (1891), buildings at 104-106 Glenferrie Road (1888), H G Appleford Printer at 109 Glenferrie Road (1891), Turner's Buildings at 60-64 Glenferrie Road (1904), the Art Nouveau-inspired premises at 99-103 Glenferrie Road (1902), buildings at 24-28 Glenferrie Road (with corner tower) and 12-14 Glenferrie Road/1-11 Station Street, and the corner premises with tower at 197-201 Glenferrie Road (1914). The

precinct also contains a number of buildings that comprise runs of four or more repeated two-storey shop-residences that contribute to the strength and cohesiveness of the turn-of-the-century streetscape. These include, among others, 13-25 Glenferrie Road (Pepperell's Buildings), 69-83 Glenferrie Road, 85-91 Glenferrie Road, 157-165 Glenferrie Road, 50-58 Glenferrie Road (McAuley Buildings), 90-96 Glenferrie Road and 1-11 Station Street (Criterion E).

Primary source:

Malvern Heritage Review, GJM Heritage (June, 2021)

B Raworth, *Glenferrie Road/High Street Proposed Conservation Area*, 1997.

Gradings:

Place Address	Place name	Alt / additional address	Grading
1A Barkly Avenue, MALVERN		Floor 1/1A Barkly Avenue	Contributory
2 Barkly Avenue, ARMADALE			Contributory
2A Barkly Avenue, MALVERN			Contributory
2B Barkly Avenue, MALVERN			Contributory
4 Barkly Avenue, ARMADALE			Contributory
6 Barkly Avenue, ARMADALE			Contributory
6A Barkly Avenue, ARMADALE			Contributory
8 Bodley Lane, MALVERN		1/8 Bodley Lane	Significant
20 Chandlers Road, MALVERN			Significant
1 Claremont Avenue, MALVERN	Cunningham Estate Agent		Significant
2 Claremont Avenue, MALVERN			Significant
3 Claremont Avenue, MALVERN			Contributory
4 Claremont Avenue, MALVERN			Contributory
5 Claremont Avenue, MALVERN			Contributory
6 Claremont Avenue, MALVERN			Contributory
7 Claremont Avenue, MALVERN			Contributory
8 Claremont Avenue, MALVERN			Contributory
9 Claremont Avenue, MALVERN			Contributory
9A Claremont Avenue, MALVERN			Significant
10 Claremont Avenue, MALVERN			Contributory
11 Claremont Avenue, MALVERN			Contributory
12-18 Claremont Avenue, MALVERN			Contributory
13 Claremont Avenue, MALVERN			Contributory
1/15 Claremont Avenue, MALVERN		2/15 Claremont Avenue	Contributory
17 Claremont Avenue, MALVERN			Contributory
19 Claremont Avenue, MALVERN		19A Claremont Avenue	Non-contributory
21 Claremont Avenue, MALVERN		21A Claremont Avenue	Non-contributory
23 Claremont Avenue, MALVERN			Significant
25 Claremont Avenue, MALVERN			Significant
655-659 Dandenong Road, MALVERN		653 Dandenong Road	Contributory
661-663 Dandenong Road, MALVERN		665 Dandenong Road	Contributory
2 Evandale Road, MALVERN		1-5/2 Evandale Road	Non-contributory
8 Glenferrie Road, MALVERN			Contributory
10 Glenferrie Road, MALVERN			Contributory
10A Glenferrie Road, MALVERN			Contributory
12-14 Glenferrie Road, MALVERN		Ground floor & Floor 1/12-14 Glenferrie Road	Significant
		Glenferrie Road Bridge	Significant
13 Glenferrie Road, MALVERN	Pepperell's Buildings	Floor 1, 13 Glenferrie Road	Significant
15 Glenferrie Road, MALVERN	Pepperell's Buildings		Significant
16 Glenferrie Road, MALVERN			Significant
17 Glenferrie Road, MALVERN	Pepperell's Buildings		Significant
18 Glenferrie Road, MALVERN			Significant

19 Glenferrie Road, MALVERN	Pepperell's Buildings		Significant
20 Glenferrie Road, MALVERN			Significant
21 Glenferrie Road, MALVERN	Pepperell's Buildings		Significant
22 Glenferrie Road, MALVERN			Significant
23 Glenferrie Road, MALVERN	Pepperell's Buildings	1-5/23A 23 Glenferrie Road	Significant
24 Glenferrie Road, MALVERN		Floor 1/rear and front 24 Glenferrie Road	Significant
25 Glenferrie Road, MALVERN	Pepperell's Buildings		Significant
26 Glenferrie Road, MALVERN			Significant
28 Glenferrie Road, MALVERN			Significant
29 Glenferrie Road, MALVERN			Contributory
30–32 Glenferrie Road, MALVERN			Non-Contributory
33 Glenferrie Road, MALVERN			Non-Contributory
35 Glenferrie Road, MALVERN			Significant
36 Glenferrie Road, MALVERN		1/36 Glenferrie Road	Non-Contributory
38 Glenferrie Road, MALVERN			Non-Contributory
39 Glenferrie Road, MALVERN		1-8/39A Glenferrie Road	Non-Contributory
40 Glenferrie Road, MALVERN			Non-Contributory
41 Glenferrie Road, MALVERN			Non-Contributory
43 Glenferrie Road, MALVERN			Non-Contributory
44 Glenferrie Road, MALVERN			Non-Contributory
45 Glenferrie Road, MALVERN		Floor 1/45 Glenferrie Road	Contributory
46 Glenferrie Road, MALVERN			Non-Contributory
47 Glenferrie Road, MALVERN			Significant
48 Glenferrie Road, MALVERN			Non-Contributory
50 Glenferrie Road, MALVERN	McAuley Buildings	1/50 Glenferrie Road	Significant
52 Glenferrie Road, MALVERN	McAuley Buildings		Significant
53 Glenferrie Road, MALVERN			Non-Contributory
54 Glenferrie Road, MALVERN	McAuley Buildings		Significant
55 Glenferrie Road, MALVERN			Contributory
56 Glenferrie Road, MALVERN	McAuley Buildings		Significant
57 Glenferrie Road, MALVERN			Significant
58 Glenferrie Road, MALVERN	McAuley Buildings		Significant
59 Glenferrie Road, MALVERN		1/59 & 59A Glenferrie Road	Contributory
60 Glenferrie Road, MALVERN	Turner's Buildings		Significant
61 Glenferrie Road, MALVERN			Contributory
62 Glenferrie Road, MALVERN	Turner's Buildings	Ground & Floor 1 62 Glenferrie Road	Significant
63 Glenferrie Road, MALVERN			Contributory
64 Glenferrie Road, MALVERN	Turner's Buildings		Significant
65 Glenferrie Road, MALVERN			Contributory
66 Glenferrie Road, MALVERN			Contributory
67 Glenferrie Road, MALVERN			Contributory
69 Glenferrie Road, MALVERN		1-2/69A Glenferrie Road	Contributory
71 Glenferrie Road, MALVERN			Contributory
72–74 Glenferrie Road, MALVERN			Contributory
73 Glenferrie Road, MALVERN			Contributory
75 Glenferrie Road, MALVERN			Contributory
76 Glenferrie Road, MALVERN			Contributory
77 Glenferrie Road, MALVERN		1/77 Glenferrie Road	Contributory
78 Glenferrie Road, MALVERN		Floor 1/80A Glenferrie Road	Contributory
79 Glenferrie Road, MALVERN			Contributory
80 Glenferrie Road, MALVERN			Contributory
81 Glenferrie Road, MALVERN			Contributory
82 Glenferrie Road, MALVERN			Contributory
83 Glenferrie Road, MALVERN			Contributory
84 Glenferrie Road, MALVERN			Significant
85 Glenferrie Road, MALVERN			Contributory
86 Glenferrie Road, MALVERN			Significant
87 Glenferrie Road, MALVERN			Contributory
88 Glenferrie Road, MALVERN			Significant

89 Glenferrie Road, MALVERN			Contributory
90 Glenferrie Road, MALVERN			Significant
91 Glenferrie Road, MALVERN			Contributory
92 Glenferrie Road, MALVERN			Significant
93 Glenferrie Road, MALVERN		1/93-95 Glenferrie Road	Contributory
94 Glenferrie Road, MALVERN			Significant
95 Glenferrie Road, MALVERN			Contributory
96 Glenferrie Road, MALVERN			Significant
97 Glenferrie Road, MALVERN			Contributory
98 Glenferrie Road, MALVERN			Contributory
99 Glenferrie Road, MALVERN			Significant
101–103 Glenferrie Road, MALVERN			Significant
102 Glenferrie Road, MALVERN			Contributory
104 Glenferrie Road, MALVERN			Contributory
105–107 Glenferrie Road, MALVERN			Significant
105A Glenferrie Road, MALVERN			Significant
106 Glenferrie Road, MALVERN			Contributory
108 Glenferrie Road, MALVERN			Contributory
109 Glenferrie Road, MALVERN	H C Appleford Printer		Significant
110 Glenferrie Road, MALVERN			Contributory
111 Glenferrie Road, MALVERN	Jenner's Building		Significant
112 Glenferrie Road, MALVERN			Contributory
113 Glenferrie Road, MALVERN	Jenner's Building		Significant
114 Glenferrie Road, MALVERN			Non-Contributory
115 Glenferrie Road, MALVERN			Significant
116 Glenferrie Road, MALVERN		1-12/116 Glenferrie Road	Non-Contributory
117 Glenferrie Road, MALVERN			Significant
119 Glenferrie Road, MALVERN	Dimbola		Contributory
121 Glenferrie Road, MALVERN			Contributory
122–124 Glenferrie Road, MALVERN			Contributory
123 Glenferrie Road, MALVERN			Contributory
125 Glenferrie Road, MALVERN			Non-Contributory
126 Glenferrie Road, MALVERN			Contributory
127 Glenferrie Road, MALVERN			Non-Contributory
128 Glenferrie Road, MALVERN			Contributory
129 Glenferrie Road, MALVERN		1-2/129 Glenferrie Road	Contributory
130 Glenferrie Road, MALVERN			Contributory
131 Glenferrie Road, MALVERN		Floor 1/133A Glenferrie Road	Contributory
132 Glenferrie Road, MALVERN			Contributory
133 Glenferrie Road, MALVERN			Contributory
134 Glenferrie Road, MALVERN			Contributory
135 Glenferrie Road, MALVERN			Significant
135A Glenferrie Road, MALVERN			Significant
136 Glenferrie Road, MALVERN			Contributory
138 Glenferrie Road, MALVERN			Non-Contributory
140 Glenferrie Road, MALVERN			Contributory
141 Glenferrie Road, MALVERN			Contributory
142–144 Glenferrie Road, MALVERN		Floor 1/142-144 Glenferrie Road	Contributory
143 Glenferrie Road, MALVERN			Contributory
145 Glenferrie Road, MALVERN		Rear 1-2/145 Glenferrie Road	Contributory
146–148 Glenferrie Road, MALVERN			Contributory
147 Glenferrie Road, MALVERN			Contributory
149 Glenferrie Road, MALVERN			Contributory
150–152 Glenferrie Road, MALVERN			Contributory
151 Glenferrie Road, MALVERN			Contributory
153 Glenferrie Road, MALVERN			Contributory
154 Glenferrie Road, MALVERN			Contributory
155 Glenferrie Road, MALVERN			Contributory

156–158 Glenferrie Road, MALVERN			Non-Contributory
157 Glenferrie Road, MALVERN			Contributory
159 Glenferrie Road, MALVERN		Floor 1/159A Glenferrie Road	Contributory
160–178 Glenferrie Road, MALVERN			Non-Contributory
161 Glenferrie Road, MALVERN			Contributory
163 Glenferrie Road, MALVERN		Floor 1/163 Glenferrie Road	Contributory
165 Glenferrie Road, MALVERN			Contributory
167 Glenferrie Road, MALVERN			Contributory
169 Glenferrie Road, MALVERN			Contributory
171 Glenferrie Road, MALVERN			Contributory
173 Glenferrie Road, MALVERN		Floor 1/173A Glenferrie Road	Contributory
175 Glenferrie Road, MALVERN		175A Glenferrie Road	Contributory
177 Glenferrie Road, MALVERN		1/177 Glenferrie Road	Contributory
179 Glenferrie Road, MALVERN			Contributory
180–182 Glenferrie Road, MALVERN			Contributory
181 Glenferrie Road, MALVERN		181A Glenferrie Road	Contributory
183 Glenferrie Road, MALVERN			Contributory
184 Glenferrie Road, MALVERN			Contributory
184–186 Glenferrie Road, MALVERN		Floor 1/184-186 and Floor 1 to rear 184-186 Glenferrie Road	Contributory
185 Glenferrie Road, MALVERN			Contributory
186 Glenferrie Road, MALVERN			Contributory
187 Glenferrie Road, MALVERN			Contributory
188 Glenferrie Road, MALVERN			Contributory
189 Glenferrie Road, MALVERN		Floor 1 /189 Glenferrie Road	Contributory
190 Glenferrie Road, MALVERN			Contributory
191 Glenferrie Road, MALVERN		191A Glenferrie Road	Contributory
193 Glenferrie Road, MALVERN			Non-Contributory
194 Glenferrie Road, MALVERN			Non-Contributory
195 Glenferrie Road, MALVERN			Non-Contributory
196 Glenferrie Road, MALVERN			Non-Contributory
197–201 Glenferrie Road, MALVERN		1-2/85 Union Street	Significant
198 Glenferrie Road, MALVERN			Contributory
200 Glenferrie Road, MALVERN			Non-Contributory
202 Glenferrie Road, MALVERN			Contributory
203 Glenferrie Road, MALVERN			Contributory
204 Glenferrie Road, MALVERN			Contributory
205 Glenferrie Road, MALVERN			Contributory
206 Glenferrie Road, MALVERN			Contributory
207 Glenferrie Road, MALVERN			Contributory
208 Glenferrie Road, MALVERN			Contributory
209 Glenferrie Road, MALVERN			Contributory
210 Glenferrie Road, MALVERN			Contributory
211 Glenferrie Road, MALVERN		211A Glenferrie Road	Contributory
212 Glenferrie Road, MALVERN			Contributory
213 Glenferrie Road, MALVERN			Contributory
214 Glenferrie Road, MALVERN			Contributory
215 Glenferrie Road, MALVERN		215A Glenferrie Road	Contributory
216 Glenferrie Road, MALVERN		1-4/216 Glenferrie Road	Contributory
217 Glenferrie Road, MALVERN			Contributory
218 Glenferrie Road, MALVERN			Contributory
220A Glenferrie Road, MALVERN		Floor 1 /220B Glenferrie Road	Non-Contributory
221 Glenferrie Road, MALVERN			Contributory
222 Glenferrie Road, MALVERN		Floor 1 /222 Glenferrie Road	Non-Contributory
223 Glenferrie Road, MALVERN			Contributory
224 Glenferrie Road, MALVERN			Contributory
225 Glenferrie Road, MALVERN		225A Glenferrie Road	Contributory

226 Glenferrie Road, MALVERN		Floor 1/226A Glenferrie Road	Contributory
227 Glenferrie Road, MALVERN		227A & Floor 1/227 Glenferrie Road	Contributory
228 Glenferrie Road, MALVERN			Contributory
229–231 Glenferrie Road, MALVERN		Floor 1/229-231, Rear of communication tower 229 Glenferrie Road	Contributory
230 Glenferrie Road, MALVERN			Contributory
232 Glenferrie Road, MALVERN			Contributory
233 Glenferrie Road, MALVERN			Contributory
234 Glenferrie Road, MALVERN			Non-Contributory
235 Glenferrie Road, MALVERN			Non-Contributory
236 Glenferrie Road, MALVERN			Contributory
237 Glenferrie Road, MALVERN			Non-Contributory
238 Glenferrie Road, MALVERN		Floor 1 /238 Glenferrie Road	Contributory
239 Glenferrie Road, MALVERN			Non-Contributory
240 Glenferrie Road, MALVERN			Contributory
241 Glenferrie Road, MALVERN			Non-Contributory
243 Glenferrie Road, MALVERN			Non-Contributory
244–246 Glenferrie Road, MALVERN			Non-Contributory
245 Glenferrie Road, MALVERN		Floor 1/245 Glenferrie Road	Non-Contributory
245A Glenferrie Road, MALVERN			Non-Contributory
247 Glenferrie Road, MALVERN			Contributory
248 Glenferrie Road, MALVERN		1/248 and 2/248 Glenferrie Road	Contributory
249 Glenferrie Road, MALVERN			Contributory
250 Glenferrie Road, MALVERN			Contributory
250A Glenferrie Road, MALVERN			Non-Contributory
251 Glenferrie Road, MALVERN			Contributory
252–254 Glenferrie Road, MALVERN			Contributory
253 Glenferrie Road, MALVERN			Contributory
255 Glenferrie Road, MALVERN	Dixon's Buildings		Significant
256–258 Glenferrie Road, MALVERN			Non-Contributory
257 Glenferrie Road, MALVERN	Dixon's Buildings		Significant
259 Glenferrie Road, MALVERN	Dixon's Buildings		Significant
260 Glenferrie Road, MALVERN		260A Glenferrie Road	Contributory
261 Glenferrie Road, MALVERN	Dixon's Buildings		Significant
262 Glenferrie Road, MALVERN		262A Glenferrie Road	Contributory
263 Glenferrie Road, MALVERN	Dixon's Buildings		Significant
264 Glenferrie Road, MALVERN			Contributory
265A Glenferrie Road, MALVERN		Floor 1/265 Glenferrie Road	Contributory
265B Glenferrie Road, MALVERN			Contributory
266–274 Glenferrie Road, MALVERN		1A,1,3/266-274 Glenferrie Road	Non-Contributory
267 Glenferrie Road, MALVERN		267A Glenferrie Road	Contributory
269 Glenferrie Road, MALVERN			Significant
271 Glenferrie Road, MALVERN		271A Glenferrie Road	Non-Contributory
273 Glenferrie Road, MALVERN		Floor 1/273A Glenferrie Road	Significant
275 Glenferrie Road, MALVERN			Significant
276 Glenferrie Road, MALVERN			Non-Contributory
277 Glenferrie Road, MALVERN	Provision Merchant Licensed Grocer		Contributory
278 Glenferrie Road, MALVERN			Non-Contributory
279 Glenferrie Road, MALVERN			Significant
281 Glenferrie Road, MALVERN			Significant
283 Glenferrie Road, MALVERN			Significant
285 Glenferrie Road, MALVERN			Significant
285A Glenferrie Road, MALVERN			Significant
288 Glenferrie Road, MALVERN	Malvern Police Station		Significant
1A Gordon Grove, MALVERN			Contributory

2A Gordon Grove, MALVERN			Non-Contributory
2B Gordon Grove, MALVERN			Non-Contributory
2C Gordon Grove, MALVERN			Non-Contributory
1152–1154 High Street, ARMADALE			Non-Contributory
1156 High Street, ARMADALE			Contributory
1158 High Street, ARMADALE			Contributory
1158A High Street, ARMADALE			Contributory
1160 High Street, ARMADALE			Contributory
1164 High Street, ARMADALE			Contributory
1166 High Street, ARMADALE			Contributory
1168–1172 High Street, ARMADALE			Contributory
1174–1178 High Street, ARMADALE			Non-Contributory
1180–1182 High Street, ARMADALE			Contributory
1184 High Street, ARMADALE			Contributory
1192 High Street, ARMADALE			Non-Contributory
1194 High Street, ARMADALE			Non-Contributory
1195–1197 High Street, ARMADALE			Contributory
1196 High Street, ARMADALE			Non-Contributory
1198 High Street, ARMADALE			Non-Contributory
1199 High Street, ARMADALE	Harris's Buildings		Contributory
1200 High Street, ARMADALE			Non-Contributory
1201 High Street, ARMADALE			Contributory
1202 High Street, ARMADALE			Contributory
1203 High Street, ARMADALE			Contributory
1204 High Street, ARMADALE			Contributory
1205 High Street, ARMADALE			Significant
1205A High Street, ARMADALE			Significant
1206 High Street, ARMADALE			Significant
1207 High Street, ARMADALE			Significant
1208 High Street, ARMADALE			Significant
1209–1211 High Street, ARMADALE			Contributory
1210 High Street, ARMADALE			Significant
1212 High Street, ARMADALE			Significant
1213–1217 High Street, ARMADALE			Non-Contributory
1214 High Street, ARMADALE			Non-Contributory
1216 High Street, ARMADALE			Non-Contributory
1218 High Street, ARMADALE			Non-Contributory
1219 High Street, ARMADALE			Non-Contributory
1220–1226 High Street, ARMADALE			Non-Contributory
1221 High Street, ARMADALE			Contributory
1223 High Street, ARMADALE			Contributory
1225 High Street, ARMADALE			Contributory
1227 High Street, ARMADALE			Contributory
1228 High Street, ARMADALE			Non-Contributory
1230 High Street, ARMADALE			Non-Contributory
1231 High Street, MALVERN			Non-Contributory
1232 High Street, ARMADALE			Non-Contributory
1234 High Street, ARMADALE			Non-Contributory
1235 High Street, MALVERN			Non-Contributory
1236 High Street, ARMADALE			Non-Contributory
1238 High Street, ARMADALE			Non-Contributory
1240 High Street, ARMADALE			Non-Contributory
1241–1249 High Street, MALVERN	Malvern City Square		Non-Contributory
1242 High Street, ARMADALE			Non-Contributory
1246 High Street, ARMADALE			Contributory
1248 High Street, ARMADALE			Contributory
1250 High Street, ARMADALE			Contributory
1252–1254 High Street, ARMADALE			Contributory
1256 High Street, ARMADALE			Contributory
1258 High Street, ARMADALE			Contributory
1260 High Street, ARMADALE			Contributory

1262 High Street, ARMADALE			Contributory
1264–1266 High Street, ARMADALE		1-4/1264–1266 High Street	Contributory
1268 High Street, ARMADALE			Contributory
1270 High Street, ARMADALE			Contributory
1270A High Street, ARMADALE			Contributory
1272 High Street, ARMADALE	Town Hall Buildings		Significant
1274 High Street, ARMADALE	Town Hall Buildings		Significant
1276–1278 High Street, ARMADALE	Town Hall Buildings		Significant
1A Llaneast Street, ARMADALE			Contributory
1B Llaneast Street, ARMADALE			Contributory
1C Llaneast Street, ARMADALE			Contributory
1D Llaneast Street, ARMADALE			Contributory
2–6 Llaneast Street, ARMADALE			Non-Contributory
8 Llaneast Street, ARMADALE	Exchange Building		Significant
40 Seymour Avenue, ARMADALE		101-302/40 Seymour Avenue	Non-contributory
38 Stanhope Street, MALVERN			Contributory
1 Station Place, MALVERN			Contributory
3 Station Place, MALVERN			Contributory
5 Station Place, MALVERN			Contributory
1–3 Station Street, MALVERN		1-2/1–3 Station Street	Significant
5 Station Street, MALVERN			Significant
7 Station Street, MALVERN			Significant
9 Station Street, MALVERN			Significant
11 Station Street, MALVERN		11A Station Street	Significant
13–15 Station Street, MALVERN		15A Station Street	Contributory
17–23 Station Street, MALVERN			Non-contributory
25 Station Street, MALVERN			Contributory
27 Station Street, MALVERN			Contributory
29 Station Street, MALVERN			Contributory
31 Station Street, MALVERN			Contributory
33 Station Street, MALVERN			Contributory
35 Station Street, MALVERN			Contributory
37 Station Street, MALVERN			Contributory
39 Station Street, MALVERN		1-2/39 Station Street	Significant
41–43 Station Street, MALVERN			Contributory
45 Station Street, MALVERN		Floor 1/45 Station Street	Contributory
47 Station Street, MALVERN			Contributory
49 Station Street, MALVERN		49A Station Street	Significant
51 Station Street, MALVERN			Contributory
53 Station Street, MALVERN			Contributory
55 Station Street, MALVERN			Contributory
57 Station Street, MALVERN		57A Station Street	Significant
77 Union Street, MALVERN			Significant
79–83 Union Street, MALVERN			Significant
85 Union Street, MALVERN	1-2/85 Union Street		Contributory
86 Union Street, MALVERN			Non-Contributory
88 Union Street, MALVERN			Non-Contributory
90 Union Street, MALVERN			Non-Contributory
92 Union Street, MALVERN		Showroom Upstairs 92 Union Street	Non-Contributory
105 Wattletree Road, ARMADALE			Contributory
109 Wattletree Road, ARMADALE		Floor 1/105–109 Wattletree Road	Contributory
115 Wattletree Road, MALVERN			Significant
117 Wattletree Road, MALVERN			Significant
119 Wattletree Road, MALVERN			Significant
121 Wattletree Road, MALVERN			Significant
123 Wattletree Road, MALVERN			Significant
125 Wattletree Road, MALVERN			Significant
127–133 Wattletree Road, MALVERN	Victory Theatre		Significant

128 Wattletree Road, MALVERN			Significant
128A Wattletree Road, MALVERN			Significant
136 Wattletree Road, MALVERN			Contributory
2 Willis Street, ARMADALE	Former Fire Station		Contributory
2A–2C Willis Street, ARMADALE			Contributory
17 Willis Street, ARMADALE	Car park		Non-Contributory
1A Winter Street, MALVERN			Contributory
1B Winter Street, MALVERN			Contributory
1C Winter Street, MALVERN			Contributory
1D Winter Street, MALVERN			Contributory
1E Winter Street, MALVERN			Contributory
55 Station Street, MALVERN			Contributory
57 Station Street, MALVERN		57A Station Street	Significant
77 Union Street, MALVERN			Significant
79–83 Union Street, MALVERN			Significant
85 Union Street, MALVERN	1-2/85 Union Street		Contributory
86 Union Street, MALVERN			Non-Contributory
88 Union Street, MALVERN			Non-Contributory
90 Union Street, MALVERN			Non-Contributory
92 Union Street, MALVERN		Showroom Upstairs 92 Union Street	Non-Contributory
105 Wattletree Road, ARMADALE			Contributory
109 Wattletree Road, ARMADALE		Floor 1/105–109 Wattletree Road	Significant
115 Wattletree Road, MALVERN			Significant
117 Wattletree Road, MALVERN			Significant
119 Wattletree Road, MALVERN			Significant
121 Wattletree Road, MALVERN			Significant
123 Wattletree Road, MALVERN			Significant
125 Wattletree Road, MALVERN			Significant
127–133 Wattletree Road, MALVERN	Victory Theatre		Significant
128 Wattletree Road, MALVERN			Significant
128A Wattletree Road, MALVERN			Significant
136 Wattletree Road, MALVERN			Contributory
2 Willis Street, ARMADALE	Former Fire Station		Significant
2A–2C Willis Street, ARMADALE			Contributory
17 Willis Street, ARMADALE	Car park		Non-Contributory
1A Winter Street, MALVERN			Contributory
1B Winter Street, MALVERN			Contributory
1C Winter Street, MALVERN			Contributory
1D Winter Street, MALVERN			Contributory
1E Winter Street, MALVERN			Contributory

- HO BOUNDARY
- HERITAGE GRADING
- SIGNIFICANT
- CONTRIBUTORY
- NON-CONTRIBUTORY

