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**MALVERN HERITAGE REVIEW**  
**CITATIONS – GAP REVIEW**  
**VOLUME 3**

**PREPARED FOR:** Stonnington City Council  
**DATE:** June 2021  
**FILE:** 2020-025

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## DOCUMENT VERSIONS

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## ACKNOWLEDGEMENTS

We would like to acknowledge the valuable information and support provided by 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 – Street-By-Street Gap Review

### 1.1 Places Recommended for Inclusion in the Heritage Overlay

#### Individual Heritage Properties

Place Name	Address	Page No.
Flats	1-20/5-7 Ascot Street, Malvern	7
Worker's Residences	1-3 Cawkwell Street, Malvern	20
Malvern Bowling Club	14 Coonil Crescent, Malvern	31
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Former Maisonettes	9 Embling Road, Malvern	56
Arden	1-4/298 Glenferrie Road, Malvern	67
Hamilton Close Cluster Housing	1-11/1 & 1-7/9 Hamilton Road, Malvern	78
Grahamstadt	5 Harvey Street, Malvern	93
Malvern Cricket Ground & Grandstand (Lansbury Pavilion)	1253A & B High Street, Malvern	103
Woodmason's Melrose Dairy Shops	1125-1131 Malvern Road & 320-320C Glenferrie Road, Malvern	117
Former Motor Garage	1140 Malvern Road, Malvern	132
House	1225 Malvern Road, Malvern	143
Residential Flats	1-4/1298 Malvern Road, Malvern	155
Units	Units 1-5/11-13 Sorrett Avenue, Malvern	167
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Former Malvern & District United Friendly Societies Dispensary	1-6/14 Valetta Street, Malvern	204
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#### Heritage Precincts

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Northbrook Avenue Precinct, Malvern	1, 3, 5 & 7 Northbrook Avenue and 1261 & 1263 High Street, Malvern	256
Row at 105-119 Tooronga Road, Glen Iris	105-119 Tooronga Road, Glen Iris	274
Winter Street Precinct, Malvern	8-30 & 11-29 Winter Street, Malvern	289

## 1.2 Places Not Recommended for Inclusion in the Heritage Overlay

Place Name	Address	Page No.
House	46 Elizabeth Street, Malvern	302
House	52 Elizabeth Street, Malvern	308
House	8 Embling Road, Malvern	314
Shops	318-318B Glenferrie Road & 1112-1122 Malvern Road, Malvern	321
House	328 Glenferrie Road, Malvern	328
Terrace Row	227-233 Wattletree Road, Malvern	336

**HERITAGE CITATION**

**Flats, 5-7 Ascot Street, Malvern**



*Figures 1 and 2. 5-7 Ascot Street, Malvern (GJM Heritage, 2020).*

DATE: June 2021

## FLATS, 5-7 ASCOT STREET, MALVERN

<b>Place type:</b> Flats	<b>Architect:</b> Warmington & Matthews
<b>Construction Date:</b> 1961	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The land on which 5-7 Ascot Street is located originally formed part of a larger allotment, extending from Spring Road to the west, Malvern Road to the north, Shaftesbury Street to the east and Ascot Street to the south. A 1902 Melbourne and Metropolitan Board of Works (MMBW) Plan shows that this allotment remained vacant at the turn of the century, with the exception of the Wesleyan Church complex fronting Spring Road, to the north of Ascot Street (Figure 3).

In c.1906, the southern portion of the allotment was subdivided, creating lots with frontages to Ascot Street opposite the Malvern Public Gardens. The current 5-7 Ascot Street formed part of Lots 3 and 4 (Malvern Rate Books). In 1914, a timber house with four rooms was constructed at 5 Ascot Street for Leslie Richardson, sailor. In the same year, an eight roomed timber building, identified as a ‘flat conversion (F.C.H.)’, was erected at No. 7 for commercial traveller, Andrew Heath (Malvern Rate Books). The layout of the two buildings at 5 and 7 Ascot Street can be seen on a 1935 MMBW plan (Figure 4) and are also evident on a 1945 aerial photograph (Figure 5).

In 1960, the two blocks forming 5 and 7 Ascot Street were purchased by the Coppinlea Investment Company of Chetwynd Street, North Melbourne for £5000 and £8000 respectively (Malvern Valuation Field Card). The investment company demolished the existing buildings, consolidated the two titles and erected a three-storey cream brick block of flats on the expanded site the following year (Malvern Valuation Field Cards). The block of 20 OYO (Own-Your-Own) flats was designed by architects, Warmington & Matthews (SHC) and incorporated colour tile mosaic murals to its principal facades. It is possible that these mosaic murals, with initials 'A M' evident at the bottom right corner, were crafted by Matthews himself, whose first name was Anthony (Built Heritage).

'Coppinlea Gardens' comprised 20 one, two and three-bedroom flats with garages and carports, which were variously marketed as 'luxury bachelor flats' and 'luxury home units' (*Age*, 11 November 1961:44; *Age*, 10 March 1962:13; *Age*, 28 April 1962:42). The strata flats were first offered for let in 1962, with the first sales of individual units taking place in 1963-64 (*Age*, 16 June 1962:13; Malvern Valuation Field Cards). The location of the flats 'opposite parkland, quiet but close to tram and shops' attracted buyers (Malvern Valuation Field Card).

The flats have had various owners in the ensuing years and remain in use as residential units.

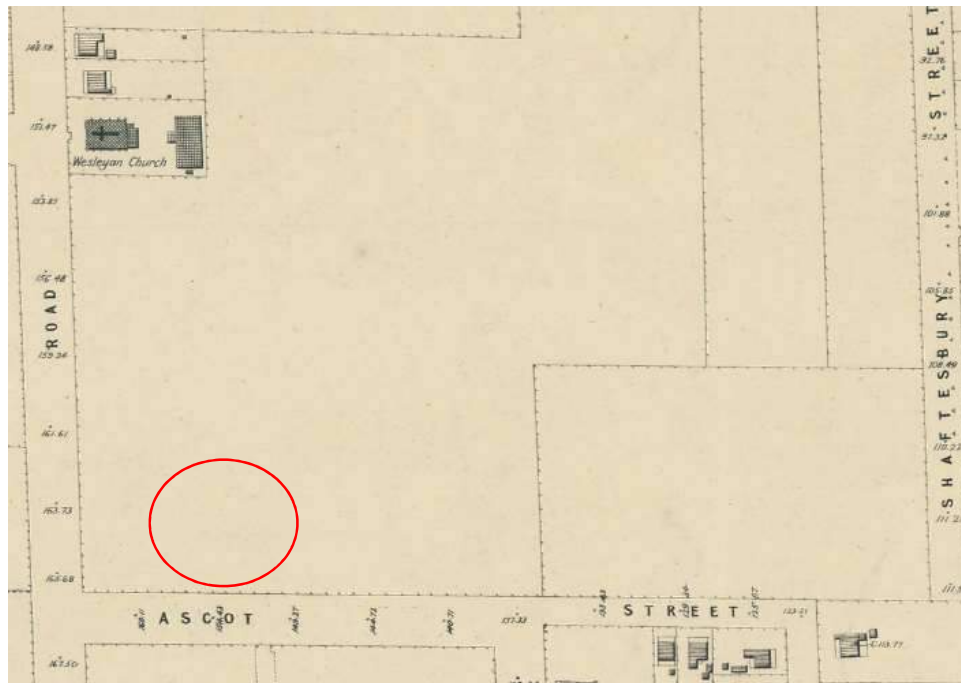


Figure 3. MMBW Base Plan No 59, Malvern, 1902 showing the approximate location of 5-7 Ascot Street, indicated by red circle (SLV)

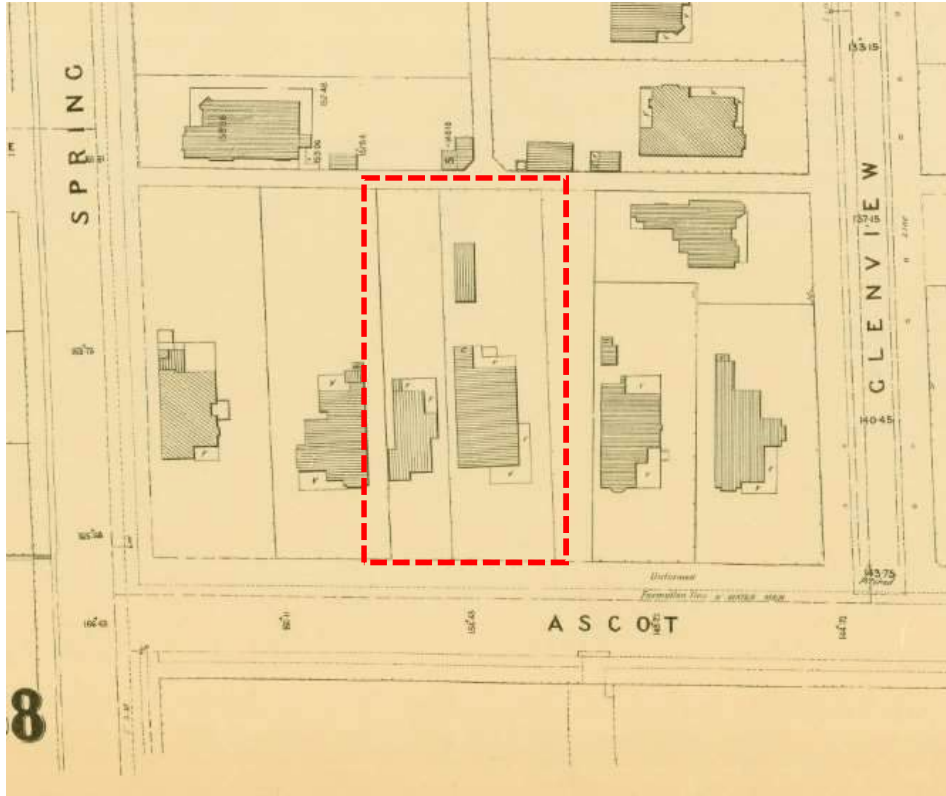


Figure 4. MMBW Detail Plan No. 1758 Malvern, 1935 showing the 1914 houses at 5 and 7 Ascot Street, prior to the construction of the existing block of flats, indicated by red outline (SLV)



Figure 5. Aerial photograph showing 5 and 7 Ascot Street, 1945 prior to the construction of the existing flats, indicated by red outline (Landata)

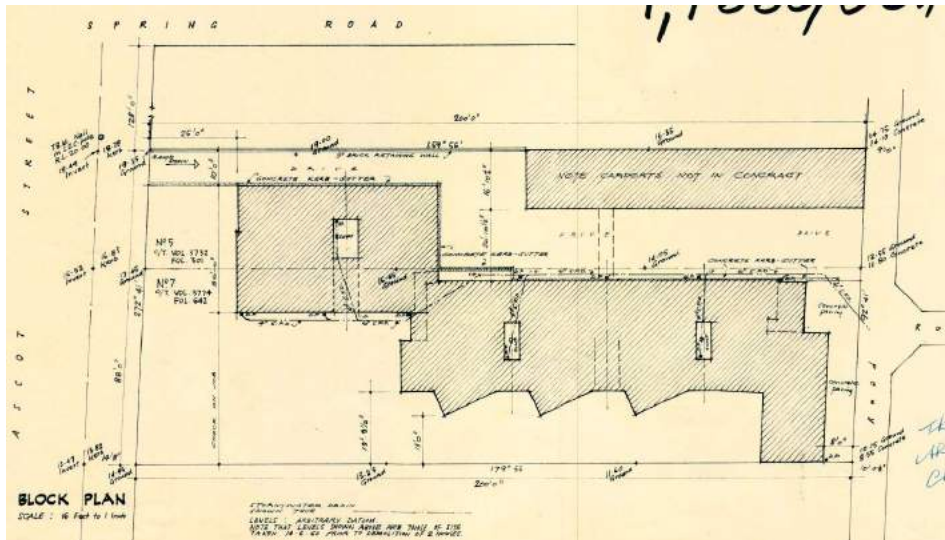


Figure 6. Architectural drawings showing the layout of the new OYO flats to be built at 5-7 Ascot Street, 1960, Note the carport did not form part of the contract (SHC)

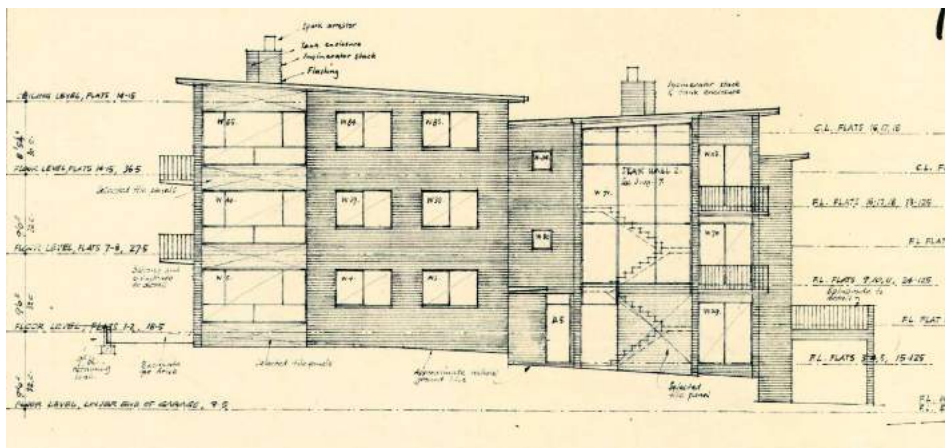


Figure 7. Front (south) elevation of the flats at 5-7 Ascot Street, 1960. Note the 'selected tile panels' annotations (SHC)

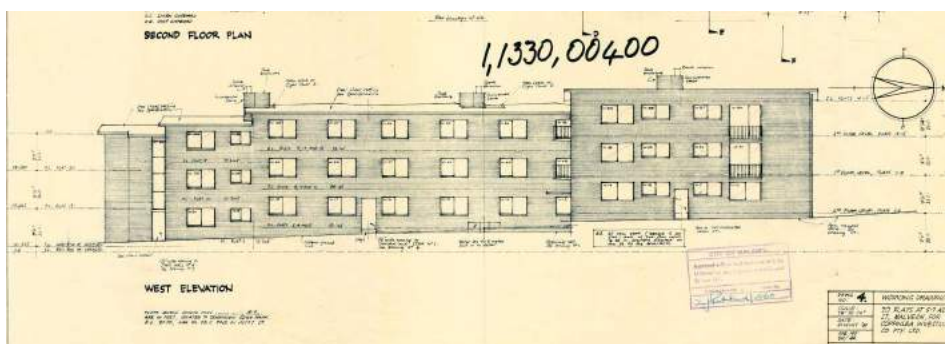


Figure 8. West elevation of the new OYO flats at 5-7 Ascot Street, Malvern, 1960 (SHC)

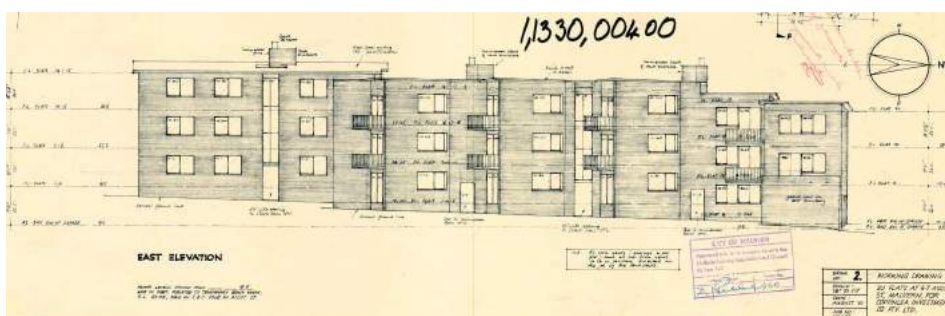


Figure 9. East elevation of the new OYO flats at 5-7 Ascot Street, Malvern, 1969 (SHC)



### **Warmington & Matthews, architects**

The partnership of Warmington & Matthews was a short-lived architectural practice established in 1961 by G Stuart Warmington (1922-) and Anthony William Matthews (1921-2010). Lasting only a year, the partnership's small portfolio included residential commissions in the suburbs of Heidelberg, Yan Yean, Malvern, Mount Waverley and Heathmont (Built Heritage).

Warmington commenced his architectural studies at Melbourne Technical College in 1940 before enlisting with the Australian Army during World War II. He completed his studies at the University of Melbourne Architectural Atelier while simultaneously working in the office of Oakley & Parkes following discharge from the Army in 1944. He worked with John & Phyllis Murphy in the mid-1950s, before undertaking a number of individual commissions in the following years, including an ambitious masterplan for the Municipal Offices in Sunshine (HO109, Built Heritage). Following the dissolution of Warmington & Matthews, Warmington resumed sole practice, retiring in 1992 (Built Heritage).

Matthews also completed the first two years of the Melbourne Technical College architectural course before enlisting in the RAAF as a navigator. He resumed his course following the end of the war, and graduated as an architect in 1948 (*Sydney Morning Herald* 29 September 2010). Matthews moved to Canberra in c.1964 and worked with the Department of Works & Housing until his retirement in 1986.

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians

### **Description**

The flats at 5-7 Ascot Street are located on the north side of Ascot Street, opposite the Malvern Public Gardens and Malvern Central School, and in close proximity to the major commercial streets of High Street to the south and Glenferrie Road to the west. The subject site is a large rectangular block of land extending from Ascot Street to an unnamed concrete laneway at the north boundary.

The flats, 20 in number, are arranged across three storeys in a single large building of cream brick masonry construction. The roof is clad in profile metal sheeting and is flat or gently raked, with projecting eaves all-round that are finished with simple metal fascias. The building comprises two intersecting rectilinear shapes in plan; the frontmost, at the southwest of the site, is a simple rectangular form while the rear portion at the site's northeast has a more complex geometry with a bay projecting forward (south) from the principal elevation and three shallow bays – at oblique angles to the rest of the building – projecting from the east elevation.

The frontmost portion of the building presents itself to Ascot Street with a highly-ordered elevation comprising six identical windows arranged in pairs per level, and a full-height decorative bay with integrated glazing at the western end. The spandrels within the decorative bay are treated with mosaic tiled murals of abstract panels in bright and muted tones. The windows within this decorative bay differ to the windows elsewhere on the building, with lower sill heights and a different fenestration pattern.

The rear portion of the building is set much further back than the elevation with the decorative bay, but is just as carefully treated with additional detail. A straight concrete pathway draws visitors/occupants to this elevation, which is almost entirely glazed with a window wall enclosing the main stair well. The stair, an otherwise standard concrete structure with steel balustrade, is highly visible through this glazing arrangement and is elevated to a sculptural device. This entry is further decorated with a large tiled mural at ground level,

in blue and white tones with red and black details and featuring a musical scene with two stylised figures and the initial 'AM' in the lower righthand corner.

Detailing across the building is highly consistent and intact, and includes aluminium-framed windows and cantilevered concrete balconies with steel balustrades. Several enclosed garages are provided in the undercroft of the main building and are accessed from the unnamed laneway, with simple tilt-up doors.

The building is set back from the front (Ascot Street) and side (east and west) boundaries, providing informal landscaped areas and a garden forecourt. The front boundary treatment is a simple, low post-and-rail fence. The western side of the site is utilitarian in character, providing paved access to the rear and a bin store. At-grade carpark occupies the northwest and north areas of the site and is accessed via the unnamed laneway.

Key Features:

- Cream brick walls, profiled metal cladding to the roof, and consistent window detailing
- Three-storey building envelope, including projecting eaves, geometric forms and offset bays with cantilevered balconies
- Decorative features including highly detailed tiled murals and window wall with stairwell beyond
- Setbacks from front and side boundaries providing a garden setting
- Integrated garages accessed from rear laneway.

### **Intactness/Integrity**

The flats at 5-7 Ascot Street retain a very high degree of integrity in fabric, form and detail. The flats are highly intact to their original construction and can be readily understood and appreciated as an early 1960s block of flats.

### **Comparative Analysis**

The flats at 5-7 Ascot Street are of note as a highly intact example of a 1960s block of flats built in the City of Stonnington. Designed by architects, Warmington & Matthews, it is one of a large number of multi-storey flats that were constructed across Victoria in the post-war period.

The introduction of Company and Stratum titles to Victorian legislation after World War II enabled flats to be sold as individual units for the first time. Advertised as 'buy your own' or 'own your own', this housing type superseded the maisonette and luxury flat types that had been popular in the interwar period. With Melbourne experiencing severe housing shortages in the wake of World War II, flats were promoted as a means of solving the crisis, leading to an explosion of multi-storey developments designed for higher density living in the post-war period.

As described in the *Survey of Post-War Built Heritage in Victoria*:

*While the Second World War was followed by an unprecedented demand for housing in and around Melbourne, residential expansion was hampered by a shortage of materials and labour. Until these restrictions were relaxed in the early 1950s, numerous attempts were made by government departments, organisations, companies and even individuals to solve the housing crisis.*

*Increased density in residential living had been popular in Melbourne since the first flats were built in the 1910s. The post-war era saw these become larger and taller, with open plans, modern facilities and sunlit balconies. Frederick Romberg, who pioneered modern flats with Stanhill (1945-50), also designed the state's first block of "own-you-own" flats at Hawthorn (1949). The*

*introduction of strata title legislation (by architect and Lord Mayor Bernard Evans) saw this type proliferate from the early 1950s. The same period saw the re-introduction of apartment types that were popular before the war, such as the bachelor flat, the villa unit and the cooperative development. Flats became so popular that it was reported in 1956 that “more flats are being built in Victoria than in any other state in the Commonwealth”. The total number of flats doubled every year between 1957 and 1961, and had trebled by the end of that decade (Built Heritage, 2008:23).*

Post-war multi-storey developments were particularly popular in the inner suburbs of Melbourne. The first multi-storey flat development in Stonnington appears to have been Lansell Close at 46 Lansell Road, Toorak. Flats in this development were advertised for sale as early as December 1951 and the building appears to have been constructed by 1955 (Context 2012:15). The construction of other multi-storey blocks in surrounding suburbs soon followed. The proliferation of multi-storey flat development however, combined with severe shortages in materials and labour, meant that the strong patronage of prominent architects by wealthy residents that had existed in Stonnington from the late-nineteenth century and continued into the interwar period declined in the 1960s and 1970s. Flats of the post-war period were often of a lower quality and design than those of the interwar period.

A number of multi-storey flats dating to the 1960s and 1970s are included within heritage precincts in Malvern. The majority of these are typical examples of two- to three-storey brick flats, which were erected with inexpensive materials with no particular architectural input. They are generally graded ‘not significant’ within their respective precincts.

There is currently only one example of a 1960s flat building included in the Heritage Overlay of the Stonnington Planning Scheme on an individual basis – Carinal Flats, 3 Tahara Road, Toorak (1951). This building however, is included in the Victorian Heritage Register and is therefore not considered a useful comparative example.

The flats at 5-7 Ascot Street, Malvern are of note for their high level of integrity to their period of construction and as a fine representative example of an architect-designed flat constructed in Malvern in the post-war period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The flats at 5-7 Ascot Street are illustrative of the suburban development of Malvern in the post-war period when a number of multi-storey residential flats were constructed across the suburb. This type of development was largely the result of housing shortages following World War II. The impetus for higher density living combined with changes to strata tile legislation, which allowed for the sale of individual flats for the first time in Victoria, led to a proliferation of multi-storey developments in the 1960s and 1970s. The flats at 5-7 Ascot Street clearly demonstrate this shift towards lower-cost, higher density living which characterised suburban development in Malvern, and across Stonnington more broadly, in the post-war period.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)***

The flats at 5-7 Ascot Street are a fine and highly intact representative example of a residential flat building constructed in the post-war period in the City of Stonnington. The flats display typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial three-storey form set on a large site, communal entrances and stairs, a flat roof, regularly-spaced windows, garages to the

rear, and the use of materials such as cream brick. It is notable as a highly intact example of a 1960s residential flat designed by architects, Warmington & Matthews.

**Criterion E: Importance in displaying particular aesthetic characteristics**

The flats at 5-7 Ascot Street are a highly intact and well-resolved example of a residential flat building designed by architects Warmington & Matthews in the post-war period. The design, comprising two substantial geometric forms of cream brick construction with flat roofs, together with the use of distinctive architectural and decorative elements including large expanses of glazing juxtaposed with regularly spaced glazed windows with contrasting dark brick sills, angled balconies to the east, and decorative tile mosaic murals to the principal facades, all set within a garden setting, present a picturesque composition of this building type.

**Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundary as shown in Figure 10 below.



Figure 10. Recommended Extent of Heritage Overlay



## 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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- Melbourne and Metropolitan Board of Works Base Plan No. 59, 1902.
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- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- State Library of Victoria.
- Stonnington History Centre (SHC).
- The Age*.
- Sydney Morning Herald*.
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.

## Flats, 5-7 Ascot Street, Malvern – Statement of Significance, June 2021

**Heritage place:** Flats, 5-7 Ascot Street, Malvern (1-20/5-7 Ascot Street)

**PS ref no.:** TBC



*Figure 1. 5-7 Ascot Street, Malvern (November 2020)*

### ***What is significant?***

The flats at 5-7 Ascot Street, Malvern, constructed in 1961.

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

- The original external form, materials and detailing of the flats
- The high level of integrity to its original design
- Cream brick walls, profiled metal cladding to the roof, and consistent window detailing
- Three-storey building envelope, including projecting eaves, geometric forms and offset bays with cantilevered balconies
- Decorative features including highly detailed tiled murals and window wall with stairwell beyond
- Setbacks from front and side boundaries providing a garden setting
- Integrated garages accessed from rear laneway.

Later alterations and additions are not significant.

### ***How is it significant?***

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The flats at 5-7 Ascot Street, Malvern are of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

### ***Why is it significant?***

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The flats at 5-7 Ascot Street are illustrative of the suburban development of Malvern in the post-war period when a number of multi-storey residential flats were constructed across the suburb. This type of development was largely the result of housing shortages following World War II. The impetus for higher density living combined with changes to strata tile legislation, which allowed for the sale of individual flats for the first time in Victoria, led to a proliferation of multi-storey developments in the 1960s and 1970s. The flats at 5-7 Ascot Street clearly demonstrate this shift towards lower-cost, higher density living which characterised suburban development in Malvern, and across Stonnington more broadly, in the post-war period (Criterion A).

The flats at 5-7 Ascot Street are a fine and highly intact representative example of a residential flat building constructed in the post-war period in the City of Stonnington. The flats display typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial three-storey form set on a large site, communal entrances and stairs, a flat roof, regularly-spaced windows, garages to the rear, and the use of materials such as cream brick. It is notable as a highly intact example of a 1960s residential flat designed by architects, Warmington & Matthews (Criterion D).

The flats at 5-7 Ascot Street are a highly intact and well-resolved example of a residential flat building designed by architects Warmington & Matthews in the post-war period. The design, comprising two substantial geometric forms of cream brick construction with flat roofs, together with the use of distinctive architectural and decorative elements including large expanses of glazing juxtaposed with regularly spaced glazed windows with contrasting dark brick sills, angled balconies to the east, and decorative tile mosaic murals to the principal facades, all set within a garden setting, present a picturesque composition of this building type (Criterion E).

### **Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Workers' Residences, 1-3 Cawkwell Street, Malvern (HO301)



*Figures 1 & 2. 1 Cawkwell Street (top), and 3 Cawkwell Street (bottom) Malvern (GJM Heritage, July & November 2020).*

DATE: June 2021

## WORKERS' RESIDENCES, 1-3 CAWKWELL STREET, MALVERN

<b>Place type:</b> Houses	<b>Architect:</b> Not known
<b>Construction Date:</b> 1882-3	<b>Builder:</b> Not known
<b>Recommendation:</b> Extend the existing HO301 (applying to 1 Cawkwell Street) to include 3 Cawkwell Street, Malvern	<b>Extent of Overlay:</b> To the extent of the two property boundaries (see Figure 5)

### Locality History

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).

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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).

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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

1 and 3 Cawkwell Street, Malvern were built as a pair in 1882-3 on land purchased by Henry A Cawkwell in 1874 for use as worker’s residences for Cawkwell’s Australian Mosaic Tile Works.

Crown Portions 14 and 15 in the Township of Gardiner, Parish of Prahran, at the north-west corner of High Street and Tooronga Road, Malvern, were purchased at land sales in 1857 (McLaren 1987:8) and the next year Ararat Street (later Cawkwell Street) was formed as part of a subdivision of these allotments (Foster 1999).

Henry Atkinson Cawkwell arrived in Victoria from England in 1853 and within a few years had purchased large blocks of land in the Gardiner District, Parish of Prahran, including parts of Crown Portions 14 and 15 which comprised excellent clay deposits. Around 1860 he established a large tile works in Malvern, known as the Australian Mosaic Tile Works, at the north-west corner of Tooronga Road and High Street. The company became one of Victoria’s leading suppliers of mosaic and flooring tiles during the 1880s building boom and won awards at the 1880 International Exhibition in Melbourne (MHS Local History News, December-January 2007-08, No. 10). The Australian Mosaic Tile Works supplied tiles for many prestigious buildings across Victoria, including the former Victorian Railways Head Office in Spencer Street, Parliament House, various

churches, and the Maryborough Railway Station. Featured in the article 'The Industries of the Colonies' (*Argus*, 7 Nov 1885:6), Cawkwell was described as 'the only maker [of mosaic flooring tiles] in the colony'.

Ararat Street (now Cawkwell Street) formed the western boundary of the tile works and Henry Cawkwell built two small houses on land he owned on the west side, opposite his factory (Figure 2) (Malvern Rate Books). These single storey brick houses, each of 4 rooms, were built in 1882-83 on Lots 22 and 23 – now 1 and 3 Cawkwell Street – to accommodate factory workers. Rate Books indicate that the house at 1 Cawkwell Street was built by 1883 and the neighbouring house at 3 Cawkwell Street was under construction that year. These houses are of a similar form, however they were constructed using different bricks and with different detailing. They were tenanted by factory workers for a number of years, including by labourer Thomas Morris, engine driver Mark Price and potter Samuel Cartledge (Malvern Rate Books).

The economic downturn of the 1890s impacted greatly on the building industry and Cawkwell's business was closed in 1894 (*Age*, 11 Apr 1894:2). Henry Cawkwell died in 1895 and Ararat Street was renamed Cawkwell Street (Foster 1999). After Cawkwell's death the two brick cottages at 1 and 3 Cawkwell Street were sold to William Henry Nicholls, and 3 Cawkwell Street was let to tenants (Foster 1999). The 1902 Melbourne and Metropolitan Board of Works (MMBW) plan of Malvern shows the two brick cottages fronting Cawkwell Street as two simple, rectangular dwellings with timber and brick outbuildings to the rear. The tile works, with large clay pits, substantial brick factory and numerous outbuildings, is directly opposite. The tile works remained inactive until Cawkwell's former employee, John Cartlidge, took over its operation. Cartlidge's venture proved unsuccessful however and the tile works was demolished in the 1920s and the land subdivided (SHC). The two brick cottages at 1 and 3 Cawkwell Street are all that remain of the extensive industrial complex.

Both houses were sold multiple times in the ensuing years (Malvern Rate Books). Some alterations were made to both houses in the twentieth century, including the addition of verandahs to both houses, and at some stage a link has been built connecting both buildings. Current aerial photographs indicate that a later addition has been constructed at the rear of 3 Cawkwell Street (date not known). A subdivision of the two lots has incorporated much of the backyard of no. 3 into the extent of 1 Cawkwell Street.

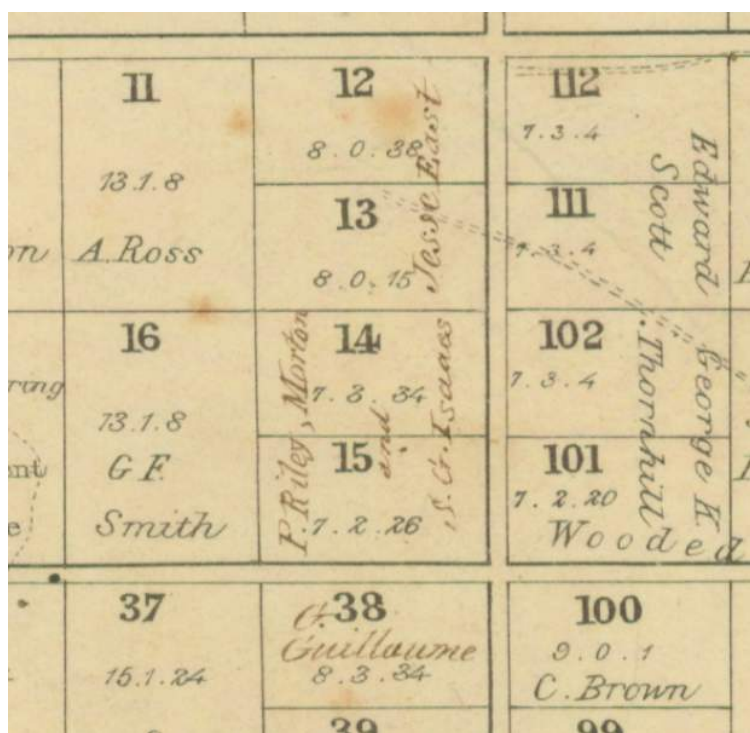


Figure 2. Detail of Plan of suburban allotments at Gardiner, Parish of Prahran, County of Bourke, 1857 showing Crown Portions 14 and 15 (SLV)

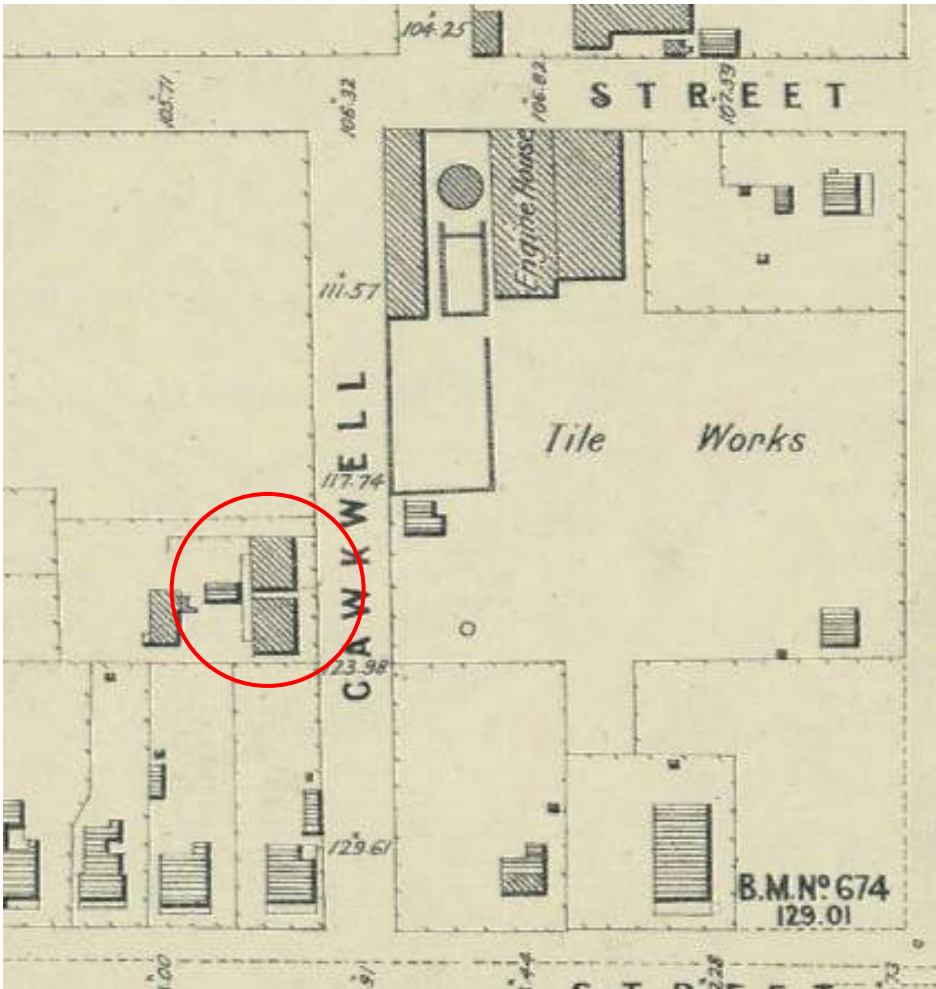


Figure 3. MMBW Detail Plan No 59, 1902 showing the two brick cottages at 1 and 3 Cawkwell Street and the tile works at the corner of Toorong Road and High Street (SLV).



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



## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## Description

The Workers' Residences at 1 and 3 Cawkwell Street are located on the west side of Cawkwell Street, north of High Street. The properties are in close proximity to the site of the former Australian Mosaic Tile Works (now demolished with the site occupied by housing) on the east side of Cawkwell Street. The two houses are detached buildings of similar scale and form, however they are not a matching pair of houses. They are built close to the front of their allotments with similar shallow (approx. 2.5m) setback. Fences to these front boundaries are later additions in both instances.

### 1 Cawkwell Street

1 Cawkwell Street comprises a modest single-storey red brick masonry dwelling. The gable roof, with ridgeline running parallel to the principal (east) elevation and Cawkwell Street, is clad with corrugated metal cladding. It is penetrated by two chimneys at the ridgeline that are simply decorated with corbels and rendered capping. The principal elevation of 1 Cawkwell Street has been altered by extending the roof to form a verandah. This is supported on timber posts with brick piers and balustrade, and features a mosaic encaustic tiled floor finish. Original detailing to this elevation includes the symmetrical arrangement of the central entry with a single timber-framed double hung window either side, and cream brick polychromy highlighting the flat arch door- and window-heads and quoining at the corners of the apertures and the building proper.

The gable end at the south elevation features a projected timber-lined eave on timber brackets and imitation half-timbering. The north gable end has been altered to provide for what appears to be a linking element to the neighbouring dwelling at 3 Cawkwell Street. An early outbuilding may be extant at the rear of the dwelling, with the large rear garden featuring an established *Phoenix canariensis* specimen at the northwest corner of the site.

### 3 Cawkwell Street

3 Cawkwell Street comprises a modest single-storey Hawthorn face brick dwelling. The gable roof, with ridgeline running parallel to the principal (east) elevation and Cawkwell Street, is clad with corrugated metal cladding (recently replaced). It is penetrated by one chimney at the ridgeline that is entirely rendered and simply decorated with corbels. The principal elevation of 3 Cawkwell Street has been altered with the addition of a hipped-roof verandah that partially conceals the original flat arch window voussoirs. The verandah is supported on timber posts and features a mosaic encaustic tiled floor. Original detailing to this elevation includes the symmetrical arrangement of the central entry with a single timber-framed double hung window either side. The gable ends at the north and south elevations are flush and feature brick corbeled kneelers; the south elevation has been modified with a render finish and the provision of what appears to be a linking element connecting to the neighbouring dwelling at 1 Cawkwell Street. A window at the north elevation features an awning on decorative timber brackets. An unnamed, unmade lane along the northern boundary provides vehicular access to a garage/outbuilding at the far northwest corner of the site.

## Key Features

- Gable-roofed forms, and chimneys
- Symmetry across principal (east) elevations, including chimneys



- Polychrome face brick (1 Cawkwell) and Hawthorn face brick (3 Cawkwell) with corrugated metal roof cladding
- Mosaic encaustic tiled verandah floors, presumably displaying tiles produced at H A Cawkwell's Australian Mosaic Tile Works
- Projecting timber-lined eaves (1 Cawkwell)
- Potential early outbuilding at rear (1 Cawkwell).

### **Intactness/Integrity**

The two Workers' Residences at 1 and 3 Cawkwell Street remain highly intact to their period of construction in form and retain a high degree of integrity.

A later verandah roof, brick balustrading with rendered coping (c1920s) and vertical timber strapping to end gables are evident to No 1 Cawkwell. A later hipped-roof verandah is evident at No 3 Cawkwell.

### **Comparative Analysis**

The Workers' Residences at 1 and 3 Cawkwell Street are of note as representative examples of Victorian workers' cottages dating from the early 1880s in the City of Stonnington, and for their association with Cawkwell's Australian Mosaic Tile Works.

No workers' cottages from the 1880s are currently included in the Heritage Overlay of the Stonnington Planning Scheme on an individual basis, with smaller, more modest workers cottages generally included within larger heritage precincts. The majority of residential properties dating to the Victorian period included in the Heritage Overlay on an individual basis are substantial single or two-storey mansions and villas built for wealthy clientele during the 1880s land boom.

Notwithstanding the above, the residences at 1 and 3 Cawkwell Street are important for their strong association with Cawkwell's Australian Mosaic Tile Works and as the only remaining structures associated with this factory, which played an important role in supplying encaustic tiles for a number of notable buildings in Victoria, including Parliament House. Both houses retain a high degree of integrity to clearly demonstrate the key characteristics of Victorian workers cottages of the 1880s.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The Workers' Residences at 1-3 Cawkwell Street, Malvern are of historical significance for their association with Cawkwell's Australian Mosaic Tile Works. Built to accommodate workers in the 1880s by the factory's founder, Henry Cawkwell, they are the only remaining structures associated with this factory which supplied mosaic encaustic tiles for many buildings in Victoria, particularly in the boom years of the 1880s, including many prominent buildings such as Parliament House and Maryborough Railway Station. Examples of the tiles appear to remain on the verandah floors of both cottages.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The Workers' Residences at 1-3 Cawkwell Street, Malvern are largely intact representative examples of Victorian workers' cottages from the early 1880s. The houses strongly reflect the simple cottage design popular in the latter half of the nineteenth century in Malvern and across Melbourne more broadly. The

symmetrical front façades, with central door and flanking rectangular windows, simple gable roofs and plain chimneys, are typical of the style.

### Grading and Recommendations

It is recommended that the Heritage Overlay (HO301, currently applied to 1 Cawkwell Street) be extended to include 3 Cawkwell Street in the Schedule to the Heritage Overlay of the Stonnington Planning Scheme.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay

### 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.

D Foster, 1-3 Cawkwell Street, 1999 (SHC).

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

Landata Victoria, historical aerial photograph, 1963.

Malvern Historical Society (MHS) Local History News, December-January 2007-08, No. 10.

Malvern Rate Books.

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



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

Sands and McDougall Directories (S&M).

Stonnington History Centre (SHC).

*The Age*.

*The Argus*.

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

## Workers' Residences, 1-3 Cawkwell Street – Statement of Significance, June 2021

Heritage place: Houses, 1-3 Cawkwell Street, Malvern

PS ref no.: H0301



*Figures 1 & 2. 1 & 3 Cawkwell Street, Malvern (July 2020)*

### ***What is significant?***

The Workers' Residences at 1-3 Cawkwell Street, Malvern built in 1882-83.

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

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

- Gable-roofed forms, and chimneys
- Symmetry across principal (east) elevations, including chimneys
- Polychrome face brick to 1 Cawkwell and Hawthorn face brick to 3 Cawkwell
- Mosaic encaustic tiled verandah floors, presumably displaying tiles produced at H A Cawkwell's Australian Mosaic Tile Works
- Potential early outbuilding at rear of 1 Cawkwell.

Later alterations and additions are not significant. This includes the later verandah roof, brick balustrade with rendered coping and vertical strapping to gable ends at 1 Cawkwell, the later hipped verandah roof at 3 Cawkwell, and the glazed link between the two dwellings.

***How is it significant?***

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The Workers' Residences at 1-3 Cawkwell Street, Malvern are of local historical and representative (architectural) significance to the City of Stonnington.

***Why is it significant?***

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The Workers' Residences at 1-3 Cawkwell Street, Malvern are of historical significance for their association with Cawkwell's Australian Mosaic Tile Works. Built to accommodate workers in the 1880s by the factory's founder, Henry Cawkwell, they are the only remaining structures associated with this factory which supplied mosaic encaustic tiles for many buildings in Victoria, particularly in the boom years of the 1880s, including many prominent buildings such as Parliament House and Maryborough Railway Station. Examples of the tiles appear to remain on the verandah floors of both cottages (Criterion A).

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**Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

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

## HERITAGE CITATION

### Malvern Bowling Club, 14 Coonil Crescent, Malvern



Figure 1. Malvern Bowling Club, Malvern (GJM Heritage, November 2020).

DATE: June 2021

## MALVERN BOWLING CLUB, 14 COONIL CRESCENT, MALVERN

<b>Place type:</b> Bowling Club	<b>Architect:</b> Leonard J Flannagan (1911 Pavilion)
<b>Construction Date:</b> 1911 (Bowling green) 1911 (Pavilion – demolished) 1961 (Clubhouse)	<b>Builder:</b> Not known
<b>Recommendation:</b> Remove from HO375 and include in site-specific Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

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### **History of Lawn Bowls in Victoria**

In eighteenth and nineteenth century England, lawn bowls was commonly played on greens attached to taverns, inns and hotels. The sport began in colonial Australia in much the same way (Context 2009:200). Hotels in Prahran, Richmond and St Kilda boasted greens by the 1860s (*Argus*, 8 September 1860:4) with the first club formalised on 11 April 1864 when the Melbourne Bowling Club established a rink at Chapel Street, Windsor (eMelbourne). Club members were a cross-section of the city's colonial elite - politicians, government officials, and businessmen. They played on weekdays and paid a substantial fee for the privilege (*Argus*, 30 September 1865:5). As early as July 1867, the six clubs in existence at the time (Melbourne, Fitzroy, West Melbourne, St Kilda, Prahran and Ballarat) met and agreed to a set of rules for the game to be used in inter club matches (Monro 1958).

The first intercolonial bowls contest was held between Victoria and New South Wales in April 1880. Victoria claimed the contest and the Victorian Bowls Association was formed three months later (eMelbourne). Although originally dominated by men, the sport became popular among women in the first half of the twentieth century. The first women's intercolonial match between Victoria and New South Wales was held in 1900, and the Australian Women's Bowling Council was formed in 1947 (eMelbourne). The sport witnessed

dramatic expansion in the 1950s and 1960s, making lawn bowls one of the largest participant sports in Australia at the time (eMelbourne).

Some of the oldest bowls clubs in Victoria are located in the City of Stonnington with the Prahran Bowling Club formed one year after the Melbourne Bowling Club in 1865. It was disbanded for a few years, and re-formed in 1888. It played on greens in Grattan Gardens until 1999. Meanwhile the Malvern Heights Bowling Club operated at the private residence Kia Ora in Malvern from 1911-18 (Context 2009:200).

## Place History

In 1885, a two-storey Italianate style mansion, designed by architects Reed, Henderson & Smart for Arthur & Jane Langmore and named Coonil, was built on 20 acres of land on Wattletree Road in Malvern. The vast estate included extensive gardens, stables, orchard and a tennis court (Figure 2). In 1910, Coonil was purchased by banker and finance agent, Frederick Hagelthorn MLC who subdivided the mansion's grounds, creating Coonil Crescent, Canberra Grove, Derril Avenue and the south end of Grace Street (Figure 3). The Coonil Estate included building restrictions that prohibited the construction of timber houses. The terms of sale stipulated that no buildings could be erected for less than £600 in value and only single dwellings could be erected on each allotment (Malvern Historical Society 2007:22).

In February 1908, Malvern residents had begun meeting to discuss the option of establishing a lawn bowls club, to be known as Malvern Bowling Club, in the locality and it was reported that up to 50 people had 'signified their willingness to join the new club' (*Prahran Telegraph*, 1 February 1908:5). In early 1911, Hon. F Hagelthorn MLC presented the Malvern Bowling Club with a large portion of his land within the Coonil Estate for the establishment of a bowling green. By June 1911, the Malvern Bowling Club was officially registered, with Hagelthorn as the first president and 81 paying members. The laying of the green, undertaken by Mr Horsfall, was completed by this time (*Malvern Standard*, 11 February 1911:3; *Malvern Standard*, 24 June 1911:3).

A clubhouse was deemed a necessity from inception (*Prahran Telegraph*, 25 February 1911:2) and in August 1911, local architect and club Vice President Leonard J Flannagan invited tenders for the erection of a 'timber and rough cast club pavilion' (*Age*, 26 August 1911:4) (Figures 4 and 5). The 'handsome pavilion' was erected in time for the opening ceremony on 25 November 1911 and the new green was officially opened by the Premier of Victoria, John Murray, in the presence of about 300 guests (*Geelong Advertiser*, 27 November 1911:5; *Age* 27 November 1911:15). At the time of the opening of the Malvern Bowling Club, there were over 100 clubs in Victoria and between 6000 and 7000 players (*Age* 27 November 1911:15). A photograph of the opening shows the new pavilion to be a Federation bungalow-style building comprising a complex series of terracotta tile-clad gabled roof forms with decorative finials, timber battening to gable ends, rough cast render walls and timber-framed windows (Figure 4).

In the ensuing years, the Malvern Bowling Club was regularly regarded as 'the beautiful green and charming surroundings' (*Malvern Standard*, 25 September 1930:2) situated in a 'charming and exclusive locality' (*Malvern Standard*, 9 October 1930:4). The bowling green was officially opened at the beginning of each season by various local and state officials. Often this was undertaken by the Club President or Mayor; in 1950 however, Sir Dallas Brooks, Governor of Victoria, officiated the opening. Brooks was reported to be a life member of the Malvern Bowling Club (*Herald* 17 November 1949:25).

Improvements were proposed for the club at the beginning of the 1960s and in March 1961, tenders for the demolition of the Malvern Bowling Club pavilion were invited (*Age* 22 March 1961:43; Malvern Valuation Field Card). In the same year, a new brick clubhouse, designed in a Moderne style, was constructed on the site of the earlier pavilion. From the 1960s to the 1980s, further additions and alterations, including the erection of

fences, a carport and various shelter sheds, were undertaken (Malvern Valuation Field Card) (Figure 7). The place continues to operate as the Malvern Bowling Club.

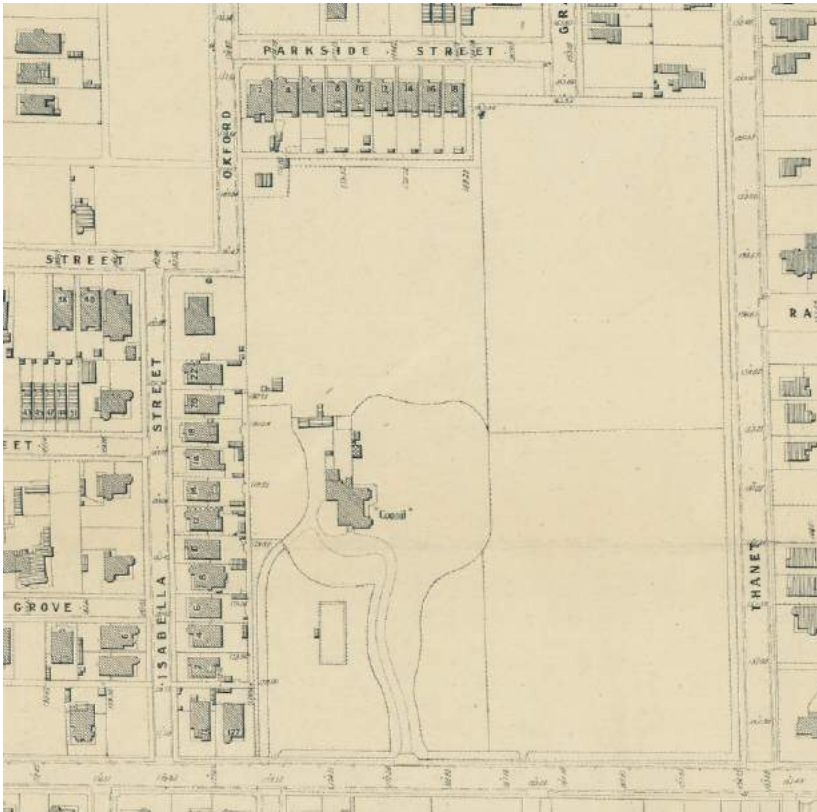


Figure 2. MMBW Base Plan No 61 showing the mansion 'Coonil' and its extensive grounds, 1901 (SLV)

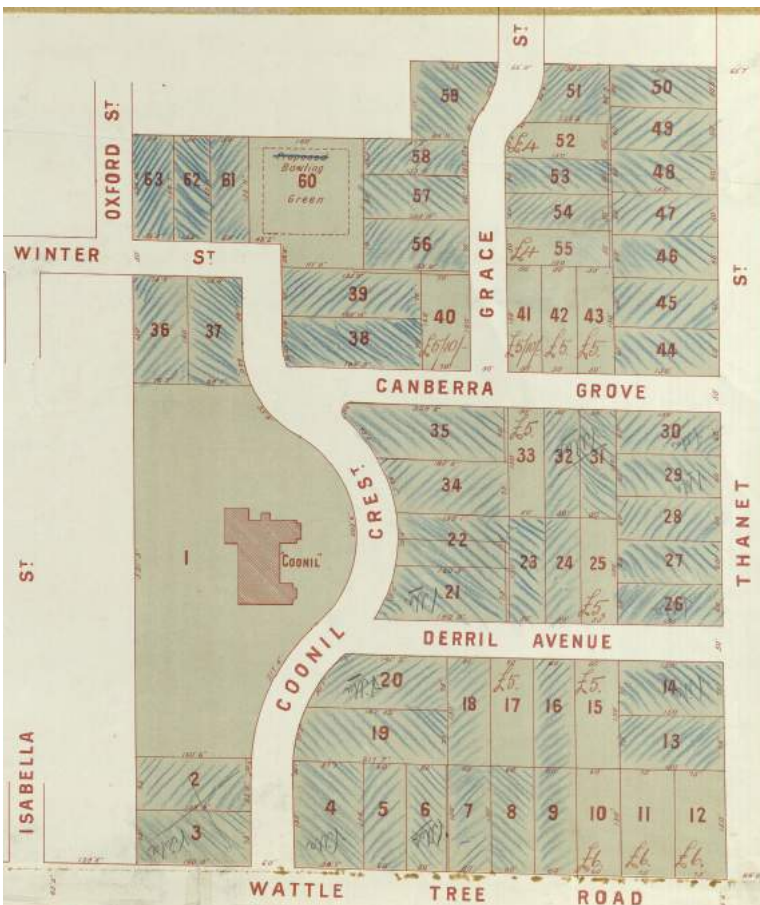


Figure 3. Detail of a 1910 Coonil Estate advertisement. Subject site is annotated 'Proposed [crossed out] Bowling Green at Lot 60' (SLV, Filename va002370).





*Figure 4. Opening of the Malvern Bowling Club, showing the original timber and rendered pavilion (Punch, 30 November 1911:28)*



*Figure 5. Playing bowls at Malvern Bowling Club with the original pavilion in the background, c1916 (SHC MP2684)*



*Figure 6. Oblique aerial photograph showing the Malvern Bowling Club, c1940 (SHC)*



Figure 7. The current brick pavilion at the Malvern Bowling Club (Malvern Bowling Club Facebook page, accessed April 2021)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 9 Shaping cultural and creative life
  - 9.1 Participating in sport and recreation

## Description

Malvern Bowling Club is located at the corner of Coonil Crescent and Winter Street in Malvern, north of Wattletree Road. The bowling green forms the centre of a block of highly intact nineteenth and early-twentieth century dwellings, bounded by Parkside Street to the north, Grace Street to the east, Oxford Street to the west and Winter Street and Canberra Grove to the south. A narrow bluestone laneway bisects this block east-to-west, and forms the northern boundary of the bowling green. The east, south and west boundaries of the Malvern Bowling Club are shared with the side or rear boundaries of the surrounding residential properties.

The Malvern Bowling Club comprises a club building at the south end of the site, addressing the entry from Coonil Crescent, a bowling green to the north of the club building that measures approximately 50m wide and 37m in length, and a number of player shelters.

The club building is a single-storey masonry structure constructed in a style reminiscent of the Interwar Moderne. The roof, behind a shallow parapet, is clad in metal sheeting. The walls at the two most visible elevations – west and north – are of cream brick, with brown brick highlights at the parapet and windowsills (the rear [south] elevation is of a plainer orange brick). A horizontal emphasis is created by a broad central band of render that corresponds to the height of the highlight windows and wraps around the corner across the west and north façades. The west elevation presents to Coonil Crescent and advertises the Club with cast-iron lettering – ‘Malvern Bowling Club Inc 1911’ – mounted above a large window opening. An ancillary entry is located at the south end of the west elevation; the main entry to the club building is via the centrally-positioned and elevated entry portico at the north elevation. Players access the entry portico by rounding the building’s north-western extremity, which features two filleted corners typical of the Moderne style. Additional lettering over the portico features the initials of the Club – ‘MBC.’ A later skillion-roofed verandah, supported on square posts, has been added to the north elevation of the club building. Various timber honour boards with gold lettering are displayed within the club building and date to as early as 1911.

Player sheds/shelters are arranged to the north and south of the green and are rectangular utilitarian structures with skillion, metal-clad roofs on cream brick walls, open on the side that faces the green. Timber bench seating is mounted on brackets off the internal walls and the upper three-four courses of the rear walls

are laid in a hit-and-miss bond to provide ventilation. An additional gable-roofed shed structure is located at the far northwest corner of the site and features a terracotta-tiled roof and painted lettering reading 'The Keith Leonard Fleetwood Shed'; this shed likely pre-dates the current (1961) club building.

The Club is accessed from Coonil Crescent via a small at-grade carpark. This entry is fenced with a medium-height (approximately 1.5m) cream brick wall, with decorative wrought iron gates and infill panels.

#### Key Features:

- The continuous use of the site as a lawn bowls club since its establishment
- The location, form and extent of the bowling green, edged with player shelters
- The siting of the clubhouse with honour boards
- The setting within the nineteenth and early-twentieth century residences of the Coonil Estate Precinct.



Figure 8. The Malvern Bowling Club (nearmap, April 2021)

#### Intactness/Integrity

Malvern Bowling Club remains in use as a lawn bowling green, and has a high degree of integrity as a lawn bowling club. The location, form and extent of the green remains intact and a clubhouse remains in its original location (although the original clubhouse has been replaced).

#### Comparative Analysis

The Malvern Bowling Club is of note for its long and enduring association with local community sporting and recreational activities in the City of Stonnington.

Two bowling clubs are currently included in the Heritage Overlay of the Stonnington Planning Scheme. These are the Melbourne Bowling Club, Windsor (HO472) and the Toorak Bowling Club, Toorak (HO471).

The Melbourne Bowling Club, founded in 1864, is believed to be the oldest continually operating bowls club in Australia. It retains an 1887 clubhouse in an altered state with later additions. Toorak Bowling Club was established in 1913 and opened on its present site in Toorak in 1914. It retains its original timber pavilion (in an altered state), which was built in 1914 to designs by noted architect I G Beaver. Both places are of historical and social significance to the City of Stonnington for their ongoing use as venues for community sporting and recreational activities. Melbourne Bowling Club is of additional historical significance as the first lawn bowls club to be successfully formed in Victoria. They are also of architectural significance for their pavilions, which date to 1887 (Toorak) and 1914 (Toorak) and survive, albeit in altered states.

In comparison, Malvern Bowling Club was established two years prior to the Toorak Bowling Club, in 1911. The original clubhouse, constructed the same year, was demolished in the late 1950s. While the site retains little to no early built fabric, its original form (including the location, form and extent of the greens and the location of the clubhouse) remains broadly intact. It remains important for its long and enduring association with local community sporting and recreational activities in the City of Stonnington, having continuously operated at the site since its establishment in 1911. Malvern Bowling Club demonstrates the typical characteristics of a lawn bowls club, including a large rectangular bowling green, players shelters and a clubhouse.

### Assessment against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Established in 1911 and operating continuously since its establishment, the Malvern Bowling Club has a clear association with the development of community recreational facilities in the City of Stonnington. It is important for its long and enduring association with local community sporting and recreational activities in the municipality from the early twentieth century.

#### ***Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons***

The Malvern Bowling Club is of social significance for its long and continuing use as a venue for community sporting and recreational activities in the City of Stonnington. Established in 1911, it continues to serve the local Malvern community as a community recreational facility.

### Grading and Recommendations

It is recommended that the place be removed from HO375 (Coonil Estate Precinct) and included in the Heritage Overlay of the Stonnington Planning Scheme on a site-specific basis.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

## Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 9 below.



Figure 9. Recommended Extent of Heritage Overlay

## References

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

Coonil Estate advertisement, 1910.

*Geelong Advertiser*.

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

J P Monro, *Bowls encyclopedia*, Melbourne 1958.

Malvern Historical Society, *Walk into History 4*, 2007.

*Malvern Standard*.

Malvern Valuation Field Cards.

Melbourne and Metropolitan Board of Works Base Plan No. 61, 1901.

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

*Prahran Telegraph*.

R Hess, 'Lawn Bowls', eMelbourne, [www.emelbourne.net.au](http://www.emelbourne.net.au), accessed 8 April 2021.

Stonnington History Centre (SHC).

*The Age*.

*The Herald*.

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



# Malvern Bowling Club, 14 Coonil Crescent, Malvern – Statement of Significance, June 2021

<b>Heritage place:</b> Malvern Bowling Club, 14 Coonil Crescent, Malvern	<b>PS ref no.:</b> TBC
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Figure 1. Malvern Bowling Club, Malvern (November 2020)

## ***What is significant?***

Malvern Bowling Club at 14 Coonil Crescent, Malvern, established 1911.

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

- The continuous use of the site as a lawn bowls club since its establishment
- The location, form and extent of the bowling green, edged with player shelters
- The siting of the clubhouse
- The setting within the nineteenth and early-twentieth century residences of the Coonil Estate Precinct.

The built fabric, including the clubhouse and player shelters, are not significant.

## ***How is it significant?***

The Malvern Bowling Club is of local historical and social significance to the City of Stonnington.

***Why is it significant?***

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Established in 1911 and operating continuously since its establishment, the Malvern Bowling Club has a clear association with the development of community recreational facilities in the City of Stonnington. It is important for its long and enduring association with local community sporting and recreational activities in the municipality from the early twentieth century (Criterion A).

The Malvern Bowling Club is of social significance for its long and continuing use as a venue for community sporting and recreational activities in the City of Stonnington. Established in 1911, it continues to serve the local Malvern community as a community recreational facility (Criterion G).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### House, 41 Elizabeth Street, Malvern



*Figure 1. 41 Elizabeth Street, Malvern (GJM Heritage, May 2021).*

DATE: June 2021

## HOUSE, 41 ELIZABETH STREET, MALVERN

<b>Place type:</b> House	<b>Architect:</b> Cocks and Carmichael
<b>Construction Date:</b> 1969	<b>Builder:</b> Design 70
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The land on which 41 Elizabeth Street is located originally formed part of a large allotment on the west side of Elizabeth Street (Figures 2 and 3). This allotment comprised a brick house, called ‘Rubicon’ which was owned and occupied by Edward Priestly and his wife, Alice (*Australasian*, 24 December 1898:55). In 1923, following the death of then owner, Thomas Robinson, the allotment was subdivided to create the Rubicon Estate. The estate comprised the blocks bounded by Beamsley Street to the north, Henderson Avenue to the west, Robinson Street to the south and Elizabeth Street to the east. The subdivision, comprising ‘13 fine home sites with frontages to Elizabeth Street and Robinson Street within a few minutes’ walk of Malvern Road electric tram and Tooronga Station’ (*Argus*, 13 October 1923:3) was auctioned for sale on 27 October 1923 (SHC MH643). The land on which 41 Elizabeth Street is located was purchased by Mr and Mrs Leslie Wood, who erected a five roomed timber cottage in 1925 (Malvern Rate Books). The cottage is evident in a 1945 aerial photograph (Figure 4).

The property at 41 Elizabeth Street was sold to Mr and Mrs John Harris in 1968 and the existing cottage demolished the same year. The following year, in 1969, a two-storey brick house with carport and swimming pool was constructed on the site (Malvern Valuation Field Card; SHC). The house, with its cathedral ceilings,

front garages and shaded patio and swimming pool, was built by short-lived project home building enterprise, Design 70 to designs by noted architects, Cocks and Carmichael (SHC; SLV). The property was sold in 1973 and again in 1985, at which time it was marketed as 'an absolutely brilliant modern 2 storey family home – undoubtedly one of the finest you or we will ever see' with emphasis given to the way the design 'concentrates on providing a flood of natural light as well as gaining restful outlooks over beautiful gardens and greenery from all 10 rooms' (Age, 5 October 1985:72).

In 1978 the front brick fence was extended in height (Malvern Valuation Field Card). Additional alterations have included the painting of the original garage doors, and the replacement of window glazing throughout the building.

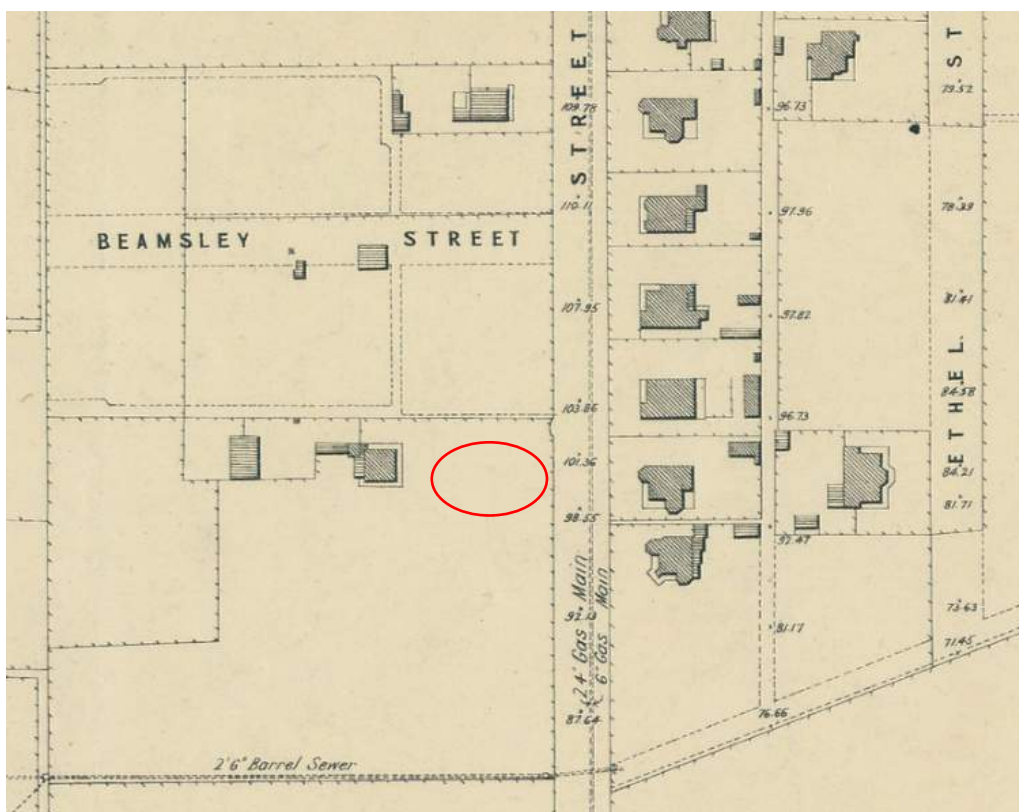


Figure 2. MMBW Base Plan No. 59 showing the vacant land to the west of Elizabeth Street, 1902. The approximate location of 41 Elizabeth Street is indicated (SLV)

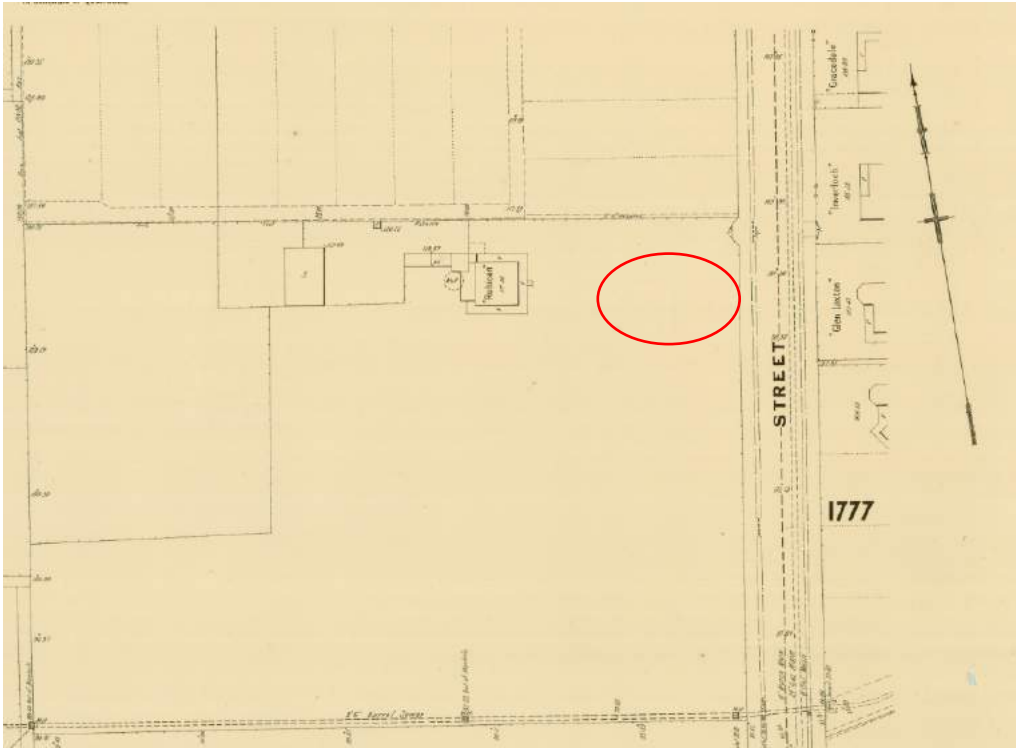


Figure 3. MMBW Detail Plan No. 1777 showing vacant land to the west of Elizabeth Street, 1902. The approximate location of 41 Elizabeth Street is indicated (SLV)



Figure 4. Aerial photograph showing 41 Elizabeth Street, 1945 prior to the construction of the existing house (Landata)

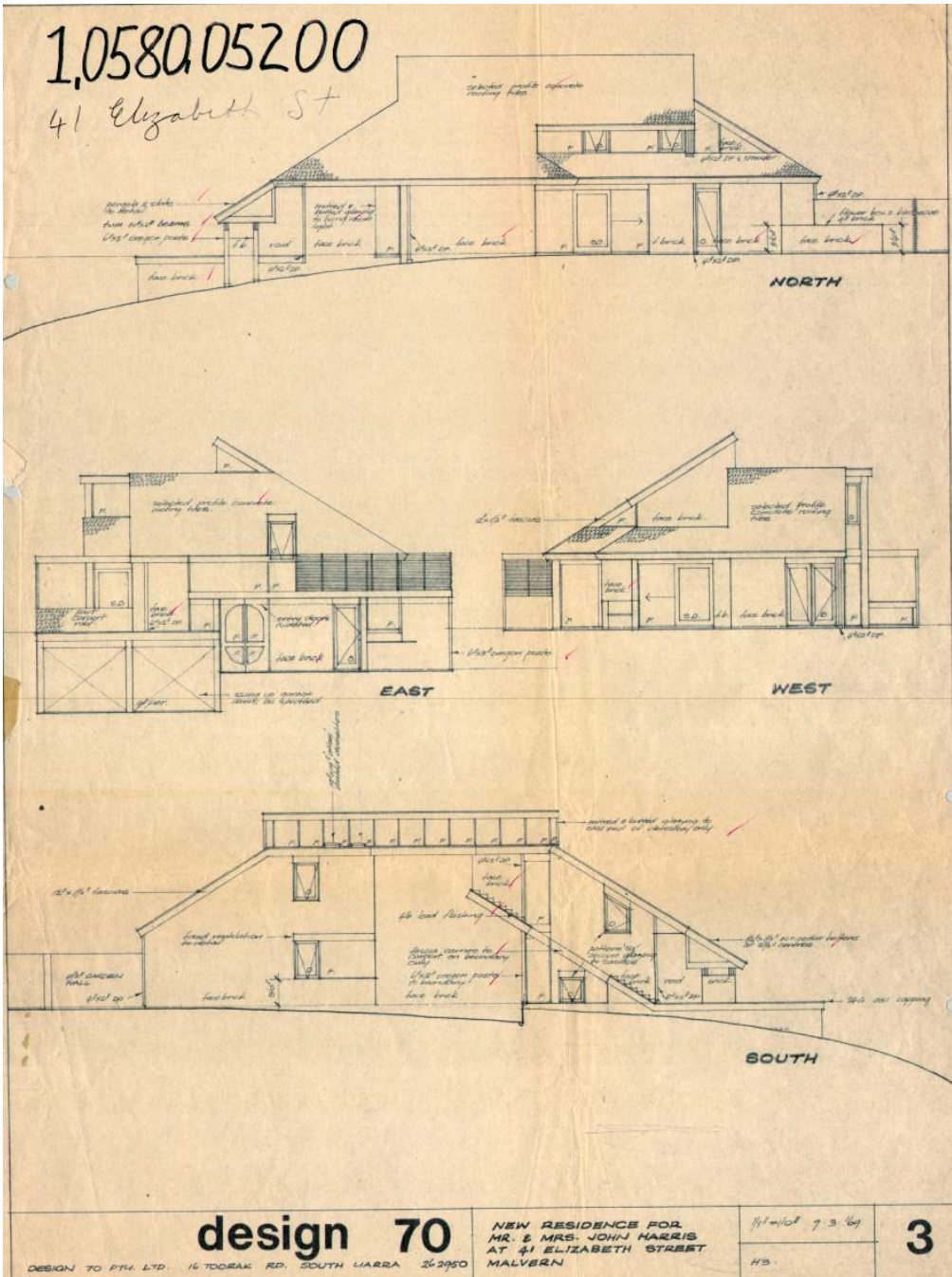


Figure 5. Architectural elevations for 41 Elizabeth Street, Malvern by Cocks and Carmichael, 7 March 1969 (SHC)





*Figure 5. Cocks and Carmichael design at 41 Elizabeth Street soon after completion, 1969 (SLV)*



*Figure 6. Cocks and Carmichael design at 41 Elizabeth Street soon after completion, 1969 (SLV)*



*Figure 7. Auction notice for 41 Elizabeth Street showing the rear of the property, 1985 (SLV)*

### **Cocks and Carmichael, architects**

The partnership of Cocks and Carmichael was established in 1968 by Robin Cocks and Peter Carmichael. Both graduated in architecture from the University of Melbourne in the mid-1960s. Prior to forming their partnership, Cocks worked for the McIntyre Partnership (1965) and Tompkins Shaw & Evans (1966-8), while Carmichael had worked for Bernard Hanmer & Associates (1966), then Richardson Hanmer (1967-8).

Cocks & Carmichael was heavily involved in the project homes industry in the 1960s and 1970s, focusing on the provision of affordable and sustainable housing. The firm's initial design approach was characterised by steep split-level roof forms and the use of brick seconds and they designed some of Melbourne's most innovative project houses, many located on the Mornington Peninsula, in the late 1960s and early 1970s (Goad 2012:160). During this time, the firm were consultant architects to Design 70, a short-lived project home building company based in South Yarra, as well as Civic Constructions, a project home building company founded in Sydney in 1960 which expanded to Melbourne in 1969 (MAAS). Cocks & Carmichael also became consultant architects to Merchant Builders, one of Australia's most influential project house-building companies, in the late 1970s. During the 1980s, the firm moved into other fields, including urban design. The Yarra footbridge, Southbank (1989) is perhaps one of their best-known designs (Goad 2012:160).

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

### **Description**

The house at 41 Elizabeth Street is located on the western side of Elizabeth Street between Robinson and Beamsley Streets. The site is rectangular with its long axis running approximately east-west. A double garage occupies the southern portion of the street frontage and is set back from the front boundary approximately 4.5m. A walled courtyard and pedestrian access occupy the northern portion of the street frontage. The house itself is set back from the front boundary by approximately 9m. The site slopes gradually upwards from the southeast corner to the northwest.

The house comprises a two-storey brick building with complex roof forms: various skillion roofs, hipped where they intersect at right angles, are clad in darkly-coloured concrete tiles (labelled on the original drawings as being 'roman' profile), whereas flat roofs over the central section of the main building and the carport roof are clad in profiled metal sheeting. The apices and the angled side elevations of the skillion roofs are flush with the wall and are overflashed with a simple timber fascia, whereas the lowest roof edges feature projecting eaves. Walls are uniformly of face clinker brick. Door and window frames are timber and have likely been replaced. A tall chimney is located at the north elevation and is simply detailed, with a steel cowl.

The house is organised into approximately four wings that step up the sloping site to the northwest. The building carefully responds to the site and the functions of each internal space by arranging window and door openings to maximise natural light, for example the double-height living room space has a sweeping cathedral ceiling with a clerestory window at the apex. The building presents as a complex, albeit deliberate and controlled, form when viewed from the street.

Mature trees are evident to the rear (west) backyard, and the front courtyard entry contains established medium-height plantings.



#### Key Features:

- Deliberate siting and organisation of internal spaces to create a complex external built form
- Complex roof forms, especially the skillion roofs
- Face clinker brick, concrete tiled roof, timber detailing and garden paving
- Integrated garage and walled courtyard entry.

#### Intactness/Integrity

The house at 41 Elizabeth Street retains a high degree of integrity in fabric, form and detail. While the house has undergone some alterations, including increasing the height of the fence height, the replacement of windows and painting of the original garage doors, these do not diminish the ability to understand and appreciate the place as an example of a 1960s project home in the City of Stonnington.

#### Comparative Analysis

The house at 41 Elizabeth Street is of note as a highly intact example of a post-war project home. Designed by the notable architectural practice Cocks & Carmichael and project home builders Design 70, it is one of a large number of project homes designed in a Modernist architectural style that were constructed across Victoria in the post-war period.

From the 1950s, well-known architects such as Robin Boyd, Graeme Gunn and Peter McIntyre began to focus their attention and skills on the concept of affordable homes. Working closely with project builders in an effort to provide lower-cost options, these architects began designing small, deceptively simple houses that offered economical and contemporary options suited to a suburban family lifestyle.

As noted in *Designer Suburbs: Architects and Affordable Homes in Australia* (2012):

*The project home was synonymous to many with the embodiment of the 'Australian dream', that saw home ownership as the foundation of family life. It became a new cultural phenomenon through the link between affordable construction and architectural ideas representing aspirations about living in suburbia* (O'Callaghan & Pickett 2012:vii).

The introduction of energy efficient, environmentally friendly, architect designed project homes in Victoria in the 1960s and 1970s was pioneered by influential project housing company, Merchant Builders. The company, which was particularly invested in increasing density in Melbourne's inner and outer suburbs without losing the connection with landscape, promoted the idea that house, interiors, landscape and site should be harmoniously integrated. This concept was adopted by a number of practicing architects in the ensuing years, including the partnership of Cocks & Carmichael (MSD 2015:61). Cocks & Carmichael worked as consultant architects for a number of project home building companies, including Design 70, Civic Constructions and Merchant Builders, and promoted similar concepts of establishing a strong connection with the outdoors and creating harmony within a setting.

The house at 41 Elizabeth Street appears to have few direct comparators within Malvern and no examples of project homes are currently included in the Heritage Overlay of the Stonnington Planning Scheme on an individual basis. The house is important as a highly intact example of a post-war project home, designed by well-known architectural firm, Cocks & Carmichael, as an affordable family housing option in the City of Stonnington.

**Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

***Criterion A: Importance to the course or pattern of our cultural or natural history***

The house at 41 Elizabeth Street has a clear association with the project homes industry in Victoria in the post-war period and is illustrative of post-war suburban development in the City of Stonnington. It demonstrates the shift towards lower-cost, architect-designed housing which characterised suburban development across Victoria in the late-twentieth century.

***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The house at 41 Elizabeth Street is a highly intact representative example of Modernist suburban housing built in the City of Stonnington in the postwar period. It displays key characteristics of this type of housing, including an integrated approach to house and site, a strong connection with the outdoors and harnessing natural light, a neutral colour palette, and the use of natural materials such as timber and brick.

***Criterion E: Importance in displaying particular aesthetic characteristics***

The house at 41 Elizabeth Street is a well-resolved and carefully-detailed example of an architect-designed post-war project home. Designed by noted architects Cocks & Carmichael for project home builders Design 70, the house – with its asymmetrical composition, complex series of roof forms, and brick construction – set within an integrated landscaped setting, presents a picturesque composition of this building type.

**Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No



## Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 8 below.



Figure 8. Recommended Extent of Heritage Overlay

## 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.

J O'Callaghan and C Pickett, *Designer Suburbs, Architects and affordable homes in Australia*, Sydney, 2012.

Malvern Rate Books.

Malvern Valuation Field Card.

Museum of Applied Arts and Science, 'Drawings, house design, Civic X5, Cocks and Carmichael Architects, Civic Constructions, Australia', <https://collection.maas.museum/object/472122>

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Melbourne and Metropolitan Board of Works Detail Plan No. 1777, 1902.

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Stonnington History Centre (SHC).

*The Age*.

*The Australasian*.

*The Argus*.

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

# House, 41 Elizabeth Street, Malvern – Statement of Significance, June 2021

Heritage place: House, 41 Elizabeth Street, Malvern

PS ref no.: TBC



Figure 1. 41 Elizabeth Street, Malvern (May 2021)

## ***What is significant?***

The house at 41 Elizabeth Street, Malvern, constructed in 1969.

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
- Deliberate siting and organisation of internal spaces to create a complex external built form
- Complex roof forms, especially the skillion roofs
- Face clinker brick, concrete tiled roof, timber detailing and garden paving
- Integrated garage and walled courtyard entry.

Later alterations and additions, including the increased height of the courtyard wall, are not significant.

### ***How is it significant?***

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The house at 41 Elizabeth Street, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

### ***Why is it significant?***

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The house at 41 Elizabeth Street has a clear association with the project homes industry in Victoria in the post-war period and is illustrative of post-war suburban development in the City of Stonnington. It demonstrates the shift towards lower-cost, architect-designed housing which characterised suburban development across Victoria in the late-twentieth century (Criterion A).

The house at 41 Elizabeth Street is a highly intact representative example of Modernist suburban housing built in the City of Stonnington in the postwar period. It displays key characteristics of this type of housing, including an integrated approach to house and site, a strong connection with the outdoors and harnessing natural light, a neutral colour palette, and the use of natural materials such as timber and brick (Criterion D).

The house at 41 Elizabeth Street is a well-resolved and carefully-detailed example of an architect-designed post-war project home. Designed by noted architects Cocks & Carmichael for project home builders Design 70, the house – with its asymmetrical composition, complex series of roof forms, and brick construction – set within an integrated landscaped setting, presents a picturesque composition of this building type (Criterion E).

### **Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Former Maisonettes, 9 Embling Road, Malvern



*Figure 1. 9 Embling Road, Malvern (GJM Heritage, December 2020).*

DATE: June 2021



## FORMER MAISONETTES, 9 EMBLING ROAD, MALVERN

<b>Place type:</b> Residential Flats/Maisonettes	<b>Architect:</b> Oakley & Parkes
<b>Construction Date:</b> 1936	<b>Builder:</b> W Machin
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The maisonettes at 9 Embling Road were built in 1936 to designs by architectural firm, Oakley & Parkes. The land on which the property is located originally formed part of Crown Portion 7 in the Gardiner District of the Parish of Prahran.

Embling Road and Haverbrack Avenue were laid out in 1888 when the Haverbrack Estate was subdivided (Cooper 1935:121, 173). By 1902, four weatherboard cottages, each with three to four rooms, had been constructed on the subject site to the west of the intersection with Bride Street (Malvern Rate Books). The 1902 Melbourne and Metropolitan Board of Works (MMBW) Detail Plans (Nos. 1759 & 1760) show that, with the exception of a small number of residences to the west and east of Bride Street (including on the subject site), Embling Road remained largely undeveloped at this time (Figure 2). This was a direct result of the 1890s economic depression which stalled building activity across Victoria. The cottages can be seen in a c.1925-1935 aerial photograph of Malvern (Figure 3).

By 1935, the four cottages (numbered 9-15 Embling Road) were owned by Mrs Mary A Markillie of the Malvern Hotel, who leased the properties to various tenants (Malvern Rate Books; Victorian Electoral Rolls). The

cottages were purchased by Mary Creed of 8 Embling Road the following year (LV:V6175/F954), at which time they were demolished and replaced with three brick maisonettes designed in a 'modern adaptation of the Old English style of two-storeyed residences' by architects, Oakley and Parkes (*Herald*, 1 April 1936:25). Each maisonette comprised a similar layout, with large entrance halls, lounge rooms, dining rooms and kitchens on the ground floor; and two to three large bedrooms with built-in wardrobes and bathrooms on the upper level. The builder for the new maisonettes was W Machin of Denbigh Road, Armadale (*Herald*, 1 April 1936:25). The new building featured in the *Herald*, with particular attention given to 'the provision of entirely separate front and rear entrances' and the 'sense of privacy' afforded by the building design and layout (*Herald*, 1 April 1936:25). An accompanying photograph shows the maisonettes soon after their construction (Figure 4).

In August 1941, Arthur Augustus and Ethel Mary Levy purchased all three maisonettes, described as 'brick flats with five rooms', for £6400 (Malvern Rate Books). The Levys resided at Flat 2 (then addressed as 13 Embling Road) and leased out the remaining two flats. Arthur Levy died in 1947 and his wife Ethel continued to reside at the property until her own death in 1956. The following year, the whole property was purchased by Mr Lawrence Reginald Fitzmaurice. He also resided at Flat 2 and continued to lease out the remaining two maisonettes. By 1959, the property was 'known as No 9 [Embling Road]' (Malvern Rate Books). Fitzmaurice continued to own and lease the property until his death in 1970 (LV:6205/F973). The property has been sold a number of times in the ensuing years and has more recently been converted into a single residence.

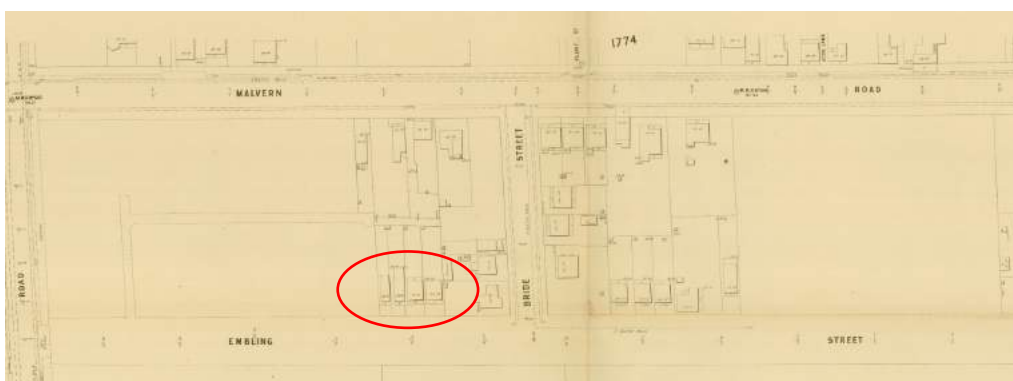


Figure 2. MMBW Detail Plan No 1759 showing the four weatherboard cottages that originally occupied the subject site (circled in red), 1902 (SLV)



Figure 3. Detail of aerial view of Malvern looking north over the Malvern Town Hall and cricket ground showing the four weatherboard cottages that originally occupied the subject site (circled in red) (SLV).



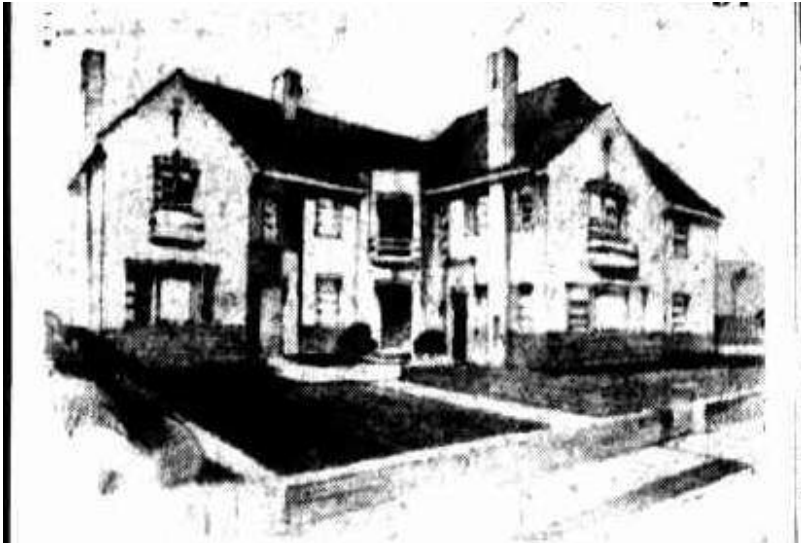


Figure 4. Illustration showing the newly constructed maisonettes at 9 Embling Road, 1936 (Herald).

### **Oakley & Parkes, architects**

*The following includes detail contained in the 'Encyclopedia of Australian Architecture', 2012.*

Oakley & Parkes (1926-1955) was formed through the partnership of Melbourne-born architects Percy Oakley and Stanley Parkes. Oakley commenced practising as an architect in 1908 and formed a partnership with A S Eggleston in 1914. Oakley established his own practice in 1923 following the dissolution of Eggleston & Oakley in 1923. Parkes, who had studied at the Working Men's College (now RMIT University) and the University of Melbourne before being articled with Eggleston & Oakley, moved with Oakley. At Oakley & Parkes, Parkes concentrated on the design work, while Oakley was responsible for seeking new clients, administration and specifications.

In 1926, following the official establishment of Oakley & Parkes, the firm was commissioned to design 'The Lodge' in Canberra, intended as a temporary residence for the Prime Minister of Australia. They designed 150 houses in Canberra and completed over 370 projects overall, which included a diverse range of place types including houses, factories, both small-scale and large-scale office buildings, pubs, banks, churches and shops. Notable commissions included the Rippon Lea mansion entrance lodge (1926) and the Brighton Sea Baths (1936).

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians

### **Description**

The maisonettes at 9 Embling Road are situated on the north side of Embling Road, in close proximity to the intersection of Glenferrie and Malvern Roads.

The two-storey building of rendered (overpainted) masonry construction with tile-clad hipped roofs, was built as three maisonettes that were intended to read as a single large dwelling. The building has since been converted into a single residence. The building is L-shaped in plan, and this – combined with the generous setback from the front (Embling Street) boundary – provides for a formal garden setting and gated entry. The

maisonettes were designed to share a single entry which is located at the junction of the two perpendicular wings and is emphasised by a two-storey portico.

The asymmetrically massed building features Old English style detailing, including flush gable ends, steeply-pitched tiled roofs, tall chimneys, decorative brickwork (including herringbone brickwork to the upper sections of the gable ends), multipaned timber-framed windows and an oriel window.

Key Features:

- Asymmetrical massing
- Main hipped roof form with prominent projecting flush gable ends
- Rendered masonry walls with contrasting dark, decorative face brick highlights to elements including window heads, upper section of gable ends, and chimney caps
- Unglazed terracotta tiles to roofs
- Two-storey entry portico with balcony above
- Simple, tall chimneys with brick capping
- Garden setting, including formal entry arrangement.

### **Intactness/Integrity**

The building at 9 Embling Road, Malvern remains highly intact to its original construction in 1936. Overall, the building retains a high degree of architectural integrity.

### **Comparative Analysis**

9 Embling Road is of note as a fine and highly intact example of an interwar residential development built in the City of Stonnington. It is one of a substantial number of residential maisonettes/flats that were constructed in the municipality in the interwar period.

The development of residential flats and maisonettes in Melbourne gained in popularity following World War I. This was the result of a number of factors, including a shortage of skilled labour, the high cost of building materials, and the difficulties associated with maintaining large estates (Sawyer 1982:33). The requirement for efficient use of labour and materials led to an increased interest in flat/maisonette development. Shared services and land were considered an attractive prospect for investors.

Wealthy, inner-city suburbs that were infused with character and sited close to public transport and shops were popular locations for flat and maisonette development. Within the City of Stonnington, the highly affluent suburbs of Toorak and South Yarra were particularly sought after for their proximity to the city and a number of substantial flat/maisonette developments were constructed in these suburbs in the 1920s and 1930s. These were often of a grand scale and designed by prominent Melbourne architects.

Flat and maisonette development was popular across the entire municipality in the interwar period, with substantial numbers of these developments also constructed in the suburbs of Prahran, Windsor, Armadale, Kooyong and Malvern. Often of a more modest scale than the 'luxury flats' constructed in Toorak and South Yarra, these developments varied in their scale, layout, planning and architectural design. In keeping with the strong culture of patronage between architects and owners at the time, many flats and maisonettes constructed in Stonnington in this period were designed by well-known Melbourne architects.



Within the City of Stonnington, a number of interwar residential flats/maisonettes remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay on an individual basis. Those that are comparable to 9 Embling Road include:

- Hillingdon, 383 Glenferrie Road, Malvern (1919), HO436
- Basford Flats, 203 Dandenong Road, Windsor (1919-20), HO433
- Mont Clair, 321 Dandenong Road, Prahran (1921 & 1926), HO434
- Silverton Flats, 698 Orrong Road, Toorak (1927), HO445
- Quantox Flats, 9 Church Street, Toorak (1928-29), HO431
- Koonoona Flats, 754 High Street, Armadale (1933), HO439
- Colywn, 1263 High Street, Malvern (1937), HO440
- Granada Flats, 537 Orrong Road, Armadale (1939), HO444.

These properties vary in scale and form and demonstrate a broad range of architectural styles, reflecting the diversity of this building type within the municipality. They are recognised for their high levels of intactness and fine detailing, and as well-designed examples of particular architectural styles.

In a similar manner, 9 Embling Road is a well-designed example of an interwar residential maisonette development and retains a high degree of integrity to clearly demonstrate the characteristics of this building type. Designed by noted architects, Oakley and Parkes, it is a finely detailed and highly intact example of a residential maisonette development built in the City of Stonnington in the interwar period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

9 Embling Road is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The maisonettes at 9 Embling Road clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

9 Embling Road is a fine and highly intact representative example of an interwar residential maisonette development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, communal entrance and stairs, tile-clad hipped roofs, and a garden setting. It is notable as a well-resolved example of a residential maisonette development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period.

#### ***Criterion E: Importance in displaying particular aesthetic characteristics***

9 Embling Road is a well-considered and carefully detailed example of a residential maisonette development designed in the Interwar Old English style by noted architects Oakley and Parkes. The design, with projecting

gables and intersecting hipped roof bay, together with the use of distinctive architectural elements, including contrasting brickwork to openings and gable ends, terracotta roof tiles, faceted entrance bay with balcony above and prominent chimneys, set within a garden setting presents a picturesque composition of this architectural style.

### Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay

### 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.
- Land Victoria (LV), Certificates of Title, as cited above.
- Malvern Rate Books.
- Melbourne and Metropolitan Board of Works Detail Plan No. 1759, 1902.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Sands and McDougall Directories (S&M).



T Sawyer, *Residential Flats in Melbourne: the development of a building type to 1950*, 1982.

Stonnington History Centre (SHC).

*The Encyclopedia of Australian Architecture*, edited by Philip Goad and Julie Willis, 2012.

*The Herald*.

Victorian Electoral Rolls.

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



# Former Maisonettes, 9 Embling Road, Malvern – Statement of Significance, June 2021

Heritage place: Former Maisonettes, 9 Embling Road, Malvern

PS ref no.: TBC



Figure 1. 9 Embling Road, Malvern (December 2020)

## ***What is significant?***

The Former Maisonettes at 9 Embling Road, Malvern, built in 1936.

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
- Asymmetrical massing
- Main hipped roof form with prominent projecting flush gable ends
- Rendered masonry walls with contrasting dark, decorative face brick highlights to elements including window heads, upper section of gable ends, and chimney caps
- Unglazed terracotta tiles to roofs
- Two-storey entry portico with balcony above
- Simple, tall chimneys with brick capping
- Garden setting, including formal entry arrangement.

Later alterations and additions, including internal changes to convert the building to a single residence, are not significant.

***How is it significant?***

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The Former Maisonettes at 9 Embling Road, Malvern are of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The Former Maisonettes at 9 Embling Road are illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The Former Maisonettes at 9 Embling Road clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly (Criterion A).

The Former Maisonettes at 9 Embling Road are a fine and highly intact representative example of an interwar residential maisonette development in the City of Stonnington. The development displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, communal entrance and stairs, tile-clad hipped roofs, and a garden setting. It is notable as a well-resolved example of a residential maisonette development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period (Criterion D).

The Former Maisonettes at 9 Embling Road are a well-considered and carefully detailed example of a residential maisonette development designed in the Interwar Old English style by noted architects Oakley and Parkes. The design, with projecting gables and intersecting hipped roof bay, together with the use of distinctive architectural elements, including contrasting brickwork to openings and gable ends, terracotta roof tiles, faceted entrance bay with balcony above and prominent chimneys, set within a garden setting presents a picturesque composition of this architectural style (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

**Arden, 298 Glenferrie Road, Malvern**



*Figure 1. 298 Glenferrie Road, Malvern (GJM Heritage, September 2020).*

DATE: June 2021

## ARDEN, 298 GLENFERRIE ROAD, MALVERN

<b>Place type:</b> Residential Flats	<b>Architect:</b> Lewis Levy
<b>Construction Date:</b> 1935	<b>Builder:</b> Lewis Levy
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

Arden at 298 Glenferrie Road was built in 1935 to designs by architect and master builder, Lewis Levy. The block of flats is located within Crown Portion 19 in the Gardiner District of the Parish of Prahran, to the north of the Malvern Town Hall and St George's Church of England. Glenferrie Road was created by Robert Hoddle's survey of the suburbs of Melbourne and was the address for many affluent residents in the Malvern area in the late nineteenth and early twentieth centuries (Lewis 1992).

A 1902 Melbourne and Metropolitan Board of Works (MMBW) plan shows that the land on which the subject property is located originally formed part of a larger allotment at the corner of Glenferrie Road and Sorrett Avenue (see Figure 2). In 1934-35, the owner of 300 Glenferrie Road subdivided and sold the southern portion of the land to Dorothea Jessica Levy of 29 Hampden Road, Armadale (Malvern Rate Books). The following year a block of four flats was constructed on the site. The flats, called Arden, were designed by architect Lewis Levy, likely the husband of Ms Levy who had purchased the land the previous year. By November 1935, the new five-roomed flats were being advertised for sale (*Argus*, 16 November 1935:30). The flats, originally addressed as 290 Glenferrie Road, included all the modern conveniences, including a hot water system and garages (*Argus*, 25 January 1936:14). Architectural drawings show the standard floor plan for the flats, each comprising two bedrooms, a lounge, kitchen and dinette and a porch (see Figure 3).

By 1937, the building had been purchased by Gilbert Newton Hendy of Balaclava Road, Caulfield, who leased the flats to various tenants (Malvern Rate Books). In December 1969, the flats were purchased by Brian Griffiths and Ronda Copley of the neighbouring property at 300 Glenferrie Road for \$45,000. Responsibility for leasing the flats was passed to estate agents A J Weller and Son three months later in April 1970 (Malvern Rate Books).

In 1981 the building was transferred from single ownership to a strata title and the flats were offered for sale as separate apartments for the first time. The first owners of the individual flats were Annie Eliza Hamilton (No.1), Ronald Lee Cameron (No.2), Evelyn Ruth Batiste (No.3) and Joyce Isobel Legge (No.4). The building continues to be used as residential apartments.

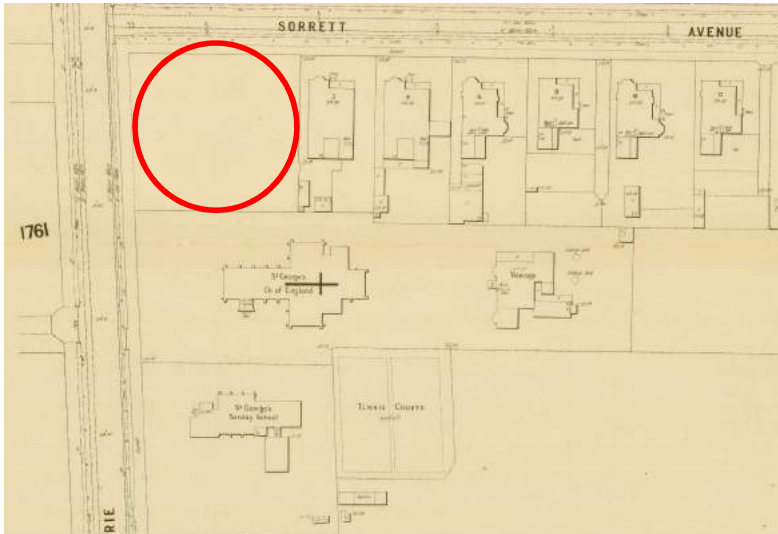


Figure 2. MMBW Plan No 59 of Malvern showing the vacant land at the subject site near the corner of Glenferrie Road and Sorrett Avenue (circled in red), 1902 (SLV)



Figure 3. Architectural drawings showing 'block of four flats in Glenferrie Road, Malvern', 19 June 1935 (SHC)

## **Lewis Levy, architect**

Lewis Levy was an architect and master-builder who designed and constructed a number of residential houses and flats in the suburbs of Toorak, South Yarra, Armadale and St Kilda in the 1920s and 1930s. Little is known of his education and training but he had commenced practice from at least the mid-1920s, when he was recorded as the architect of a block of flats at 79 Park Street, St Kilda (Sawyer 1982:106). By 1931, he had established a practice at 26 Hopetoun Road, Toorak (*Herald*, 21 November 1934:24). In the ensuing years he was responsible for the design of 'The Astor' flats at 326 Beaconsfield Parade, St Kilda (1931); the Art Deco flats 'Trawalla Court' at 24 Lascelles Avenue, Toorak (1931), a large block of 28 flats in Toorak Road, South Yarra (1934), and the Kia Ora flats at St Kilda Road (1936). Designed in a Streamline Moderne style, this extensive complex was commissioned by the Dixon family, who owned the Kia-Ora cordial factory, and was described at the time of its erection as 'the largest individual group [of flats] in Melbourne' (*Herald*, 9 May 1936:2). Levy was recorded as both the architect and the builder of the flats.

## **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## **Description**

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

Arden is situated on the east side of Glenferrie Road, to the north of St Georges Anglican Church complex and south of Sorrett Avenue. Vehicular access is provided from Sorrett Avenue via a short private laneway.

The building comprises a two-storey masonry structure set back beyond a low brick garden wall (built contemporaneously with the flats) and generous shared front (west) garden. Access is via two decorative metal gates (later) at the north and south extents of the garden wall.

The building is designed in the Old English style and features a series of steeply-pitched hipped roofs clad in terracotta tiles. These hipped roofs are penetrated by two tall chimneys that feature brick corbelling, an exaggerated rendered capping and (modified) tapered terracotta pots. Roof eaves are timber-lined and finished with a shallow fascia.

A flush gable end is a prominent feature of the principal (west) elevation and establishes a symmetry across this bay, however the building itself is asymmetrically massed across its southern elevations, with rear sections of the building stepping back to the southeast corner of the site. The walls are of face brick and feature a variety of decorative brick features, including herringbone and basketweave panels within half-timbered balcony balustrades, soldier courses to windowheads, and string courses, panels and kneelers in a contrasting Roman-style lighter brick. Other decorative elements are rendered, including the curved kneelers at the gable ends and the segmental arches at the lower level of the south elevation. Windows are timber-framed and double hung, with multipaned upper sashes. While the building comprises four separate apartments, the entrances and staircases to these are concealed and recessed and the building is intended to read as a single large house. A rendered scroll nameplate at the centre of the principal (west) elevation includes the building name 'Arden' in Old English script.

Key Features:

- Asymmetrical massing

- Symmetry across the principal (west) elevation
- Series of complex, terracotta tiled, hipped roof forms with prominent flush gable end to principal (west) elevation
- Decorative face brickwork, including panels to half-timbered rooms along the south elevation
- Decorative features, including half-timbering and 'Arden' nameplate
- Multi-pane, timber-framed, double hung windows
- Tall brick chimneys with corbelling, rendered capping and (modified) tapered chimney pots
- Low original brick garden fence and garden setting.

### **Intactness/Integrity**

Arden remains highly intact to its original construction in 1935. Overall, the building retains a high degree of architectural integrity.

### **Comparative Analysis**

Arden at 298 Glenferrie Road is of note as a fine and highly intact example of a residential flat development built in the City of Stonnington. It is one of a substantial number of residential flats/maisonettes that were constructed in the municipality in the interwar period.

The development of residential flats and maisonettes in Melbourne gained in popularity following World War I. This was the result of a number of factors, including a shortage of skilled labour, the high cost of building materials, and the difficulties associated with maintaining large estates (Sawyer 1982:33). The requirement for efficient use of labour and materials led to an increased interest in flat/maisonette development. Shared services and land were considered an attractive prospect for investors.

Wealthy, inner-city suburbs that were infused with character and sited close to public transport and shops were popular locations for flat and maisonette development. Within the City of Stonnington, the highly affluent suburbs of Toorak and South Yarra were particularly sought after for their proximity to the city and a number of substantial flat/maisonette developments were constructed in these suburbs in the 1920s and 1930s. These were often of a grand scale and designed by prominent Melbourne architects.

Flat and maisonette development was popular across the entire municipality in the interwar period, with substantial numbers of these developments also constructed in the suburbs of Prahran, Windsor, Armadale, Kooyong and Malvern. Often of a more modest scale than the 'luxury flats' constructed in Toorak and South Yarra, these developments varied in their scale, layout, planning and architectural design. In keeping with the strong culture of patronage between architects and owners, many flats and maisonettes constructed in Stonnington in this period were designed by well-known Melbourne architects.

Within the City of Stonnington, a number of interwar residential flats/maisonettes remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay on an individual basis. Those that are comparable to Arden include:

- Hillingdon, 383 Glenferrie Road, Malvern (1919), HO436
- Basford Flats, 203 Dandenong Road, Windsor (1919-20), HO433
- Mont Clair, 321 Dandenong Road, Prahran (1921 & 1926), HO434
- Silverton Flats, 698 Orrong Road, Toorak (1927), HO445



- Quantox Flats, 9 Church Street, Toorak (1928-29), HO431
- Koonoona Flats, 754 High Street, Armadale (1933), HO439
- Colywn, 1263 High Street, Malvern (1937), HO440
- Granada Flats, 537 Orrong Road, Armadale (1939), HO444

These properties vary in scale and form and demonstrate a broad range of architectural styles, reflecting the diversity of this building type within the municipality. They are recognised for their high levels of intactness and fine detailing, and as well-designed examples of particular architectural styles.

In a similar manner, Arden is a well-designed example of a residential flat development and retains a high degree of integrity to clearly demonstrate the characteristics of this building type. Designed by architect and master builder, Lewis Levy, it is a fine and highly intact example of a residential flat built in the City of Stonnington in the interwar period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Arden is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats known as Arden clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

Arden is a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, communal entrance, setbacks to the street frontage to provide a garden setting for the building, face brick walls with fine detailing, and tile-clad hipped roofs. Arden is notable as a well-resolved example of a residential flat development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period.

#### ***Criterion E: Importance in displaying particular aesthetic characteristics***

Arden is a well-considered and carefully detailed example of a residential flat development designed in the Interwar Old English style. Designed and constructed by architect and master builder Lewis Levy, the design – with its complex hipped roof forms and prominent front gable, together with the use of distinctive architectural elements, including half-timbering, herringbone and basketweave brick patterning, clinker brickwork, and multi-pane sash windows, and set within a garden setting – presents a picturesque composition of this architectural style. The matching brick fence contributes to the setting of the place.

## Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – front fence
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

## Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 4 below.



Figure 4. Recommended Extent of Heritage Overlay

## 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.
- Malvern Valuation Field Cards.
- Melbourne and Metropolitan Board of Works Base Plan No. 59, 1902.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Sands and McDougall Directories (S&M).
- Stonnington History Centre (SHC).
- The Argus*.
- The Herald*.

T Sawyer, *Residential Flats in Melbourne: the development of a building type to 1950*, 1982.

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

# Arden, 298 Glenferrie Road, Malvern – Statement of Significance, June 2021

**Heritage place:** Arden, 298 Glenferrie Road, Malvern  
(1-4/298 Glenferrie Road)

**PS ref no.:** TBC



*Figure 1. 298 Glenferrie Road, Malvern (December 2020)*

## ***What is significant?***

Arden, residential flats at 298 Glenferrie Road, Malvern, built in 1935.

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
- Asymmetrical massing
- Symmetry across the principal (west) elevation
- Series of complex, terracotta tiled, hipped roof forms with prominent flush gable end to principal (west) elevation
- Decorative face brickwork, including panels to half-timbered rooms along the south elevation
- Decorative features, including half-timbering and 'Arden' nameplate
- Multi-pane, timber-framed, double hung windows

- Tall brick chimneys with corbelling, rendered capping and (modified) tapered chimney pots
- Low original brick garden fence and garden setting.

Later alterations and additions, including the metal pedestrian gates, are not significant.

#### ***How is it significant?***

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

#### ***Why is it significant?***

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Arden is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats known as Arden clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly (Criterion A).

Arden is a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, communal entrance, setbacks to the street frontage to provide a garden setting for the building, face brick walls with fine detailing, and tile-clad hipped roofs. Arden is notable as a well-resolved example of a residential flat development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period (Criterion D).

Arden is a well-considered and carefully detailed example of a residential flat development designed in the Interwar Old English style. Designed and constructed by architect and master builder Lewis Levy, the design – with its complex hipped roof forms and prominent front gable, together with the use of distinctive architectural elements, including half-timbering, herringbone and basketweave brick patterning, clinker brickwork, and multi-pane sash windows, and set within a garden setting – presents a picturesque composition of this architectural style. The matching brick fence contributes to the setting of the place (Criterion E).

#### **Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Hamilton Close Cluster Housing, 1 & 9 Hamilton Road, Malvern



*Figure 1. Part of the Hamilton Close Cluster Housing at 1 & 9 Hamilton Road and Hamilton Close, Malvern (GJM Heritage, 2021).*

DATE: June 2021

## HAMILTON CLOSE CLUSTER HOUSING, 1 & 9 HAMILTON ROAD, MALVERN

<b>Place type:</b> Cluster Housing	<b>Architect:</b> Bates Smart & McCutcheon
<b>Construction Date:</b> 1977-81	<b>Builder:</b> Glenvill Homes
<b>Recommendation:</b> Remove from HO182 and include in the Heritage Overlay as an Individual Heritage Place	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The Hamilton Close Cluster Housing development at 1 & 9 Hamilton Road, Malvern was built in stages from 1977 to 1981 to designs by prominent architectural firm, Bates Smart & McCutcheon.

The land on which the development is located originally formed part of Crown Allotment 24 in the District of Gardiner. Following subdivision of the land, in c.1885, a substantial brick mansion with 30 rooms, designed by architect Francis Malony White, was built on the site for Mrs S H Officer. In 1890, the large estate was sold to landowner, Joseph Bartlett Davies, who named the house Glenbervie. It was renamed Malvern House in c.1900. The 1902 Melbourne and Metropolitan Board of Works (MMBW) Plan (Figure 2) shows the extensive land holding of Malvern House, located to the east of Glenferrie Road, and the layout of the mansion. Hamilton Road had not been laid out at that time (GJM 2021:5).

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 and in 1919 the



school relocated from Douglas Street in Toorak to Yarrien in Glenferrie Road. 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 (GJM 2021:5).

In 1925 part of the Kooringa Estate, along with part of the adjacent Moorakyne Estate, was subdivided into 28 residential allotments with frontages to the east side of Wilks Avenue, Henderson Avenue and the corner of Beamsley Street (Figure 3). Hamilton Road was also created at this time and Kooringa mansion was retained on a reduced allotment on the north side of Hamilton Road (Figure 4). In 1942, when Essington Lewis still owned Kooringa, the mansion was occupied by Wesley College while the school's St Kilda Road buildings were taken over by the army (Figure 5). Later, Kooringa became the Lady Dugan Red Cross Home (GJM 2021:5).

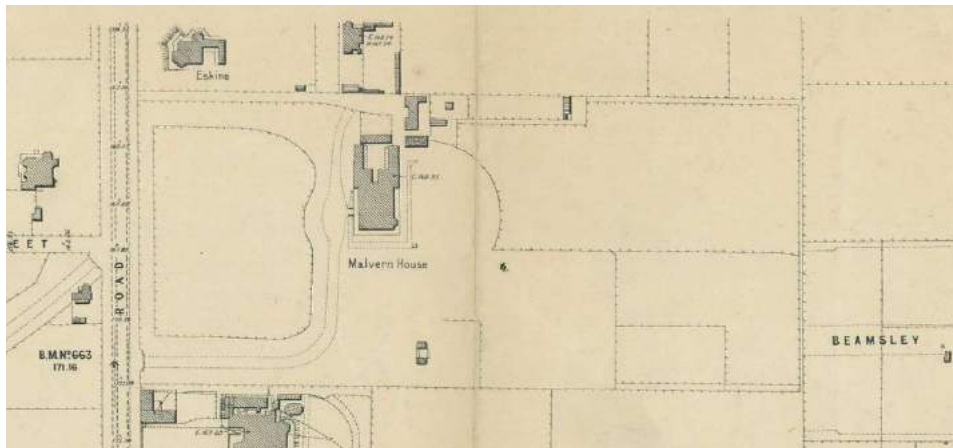


Figure 2. MMBW Plan No 59 showing Malvern House, 1902 (SLV)

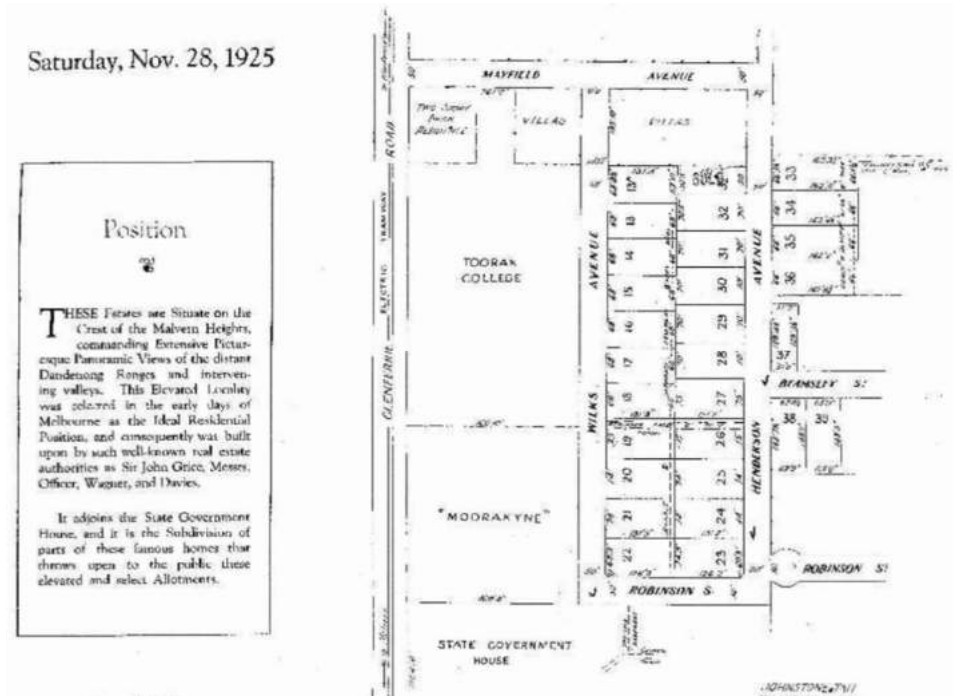


Figure 3. College & Moorakyne Heights Estate subdivision plan, dated 28 Nov 1925 (SHC, MH736).

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 upon the public these elevated and select Allotments.



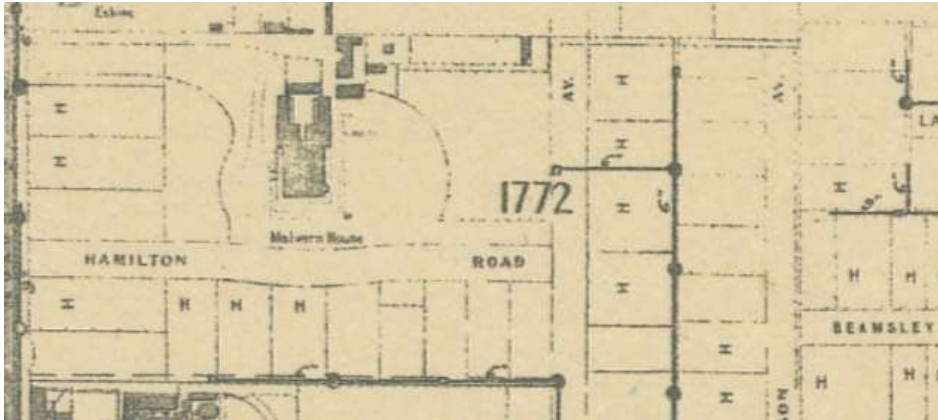


Figure 4. MMBW Plan No 59 showing the creation of Hamilton Road, c1933 (SLV).



Figure 5. Aerial showing Malvern House/Kooringa, 1945 (Landata).

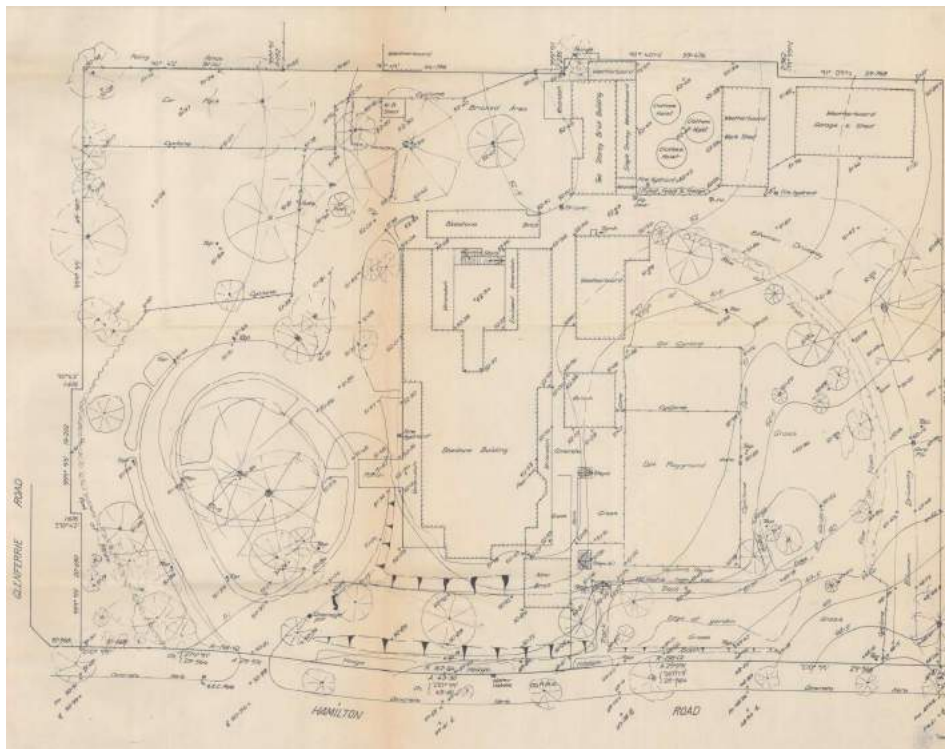
In 1975, the mansion site was purchased by home building company, Glenvill Homes, who commissioned prominent architectural firm, Bates Smart & McCutcheon to develop a concept for a cluster housing development on the site (Council Building Files). The project coincided with the introduction of the *Cluster Titles Act 1976*, which allowed for the creation of cluster subdivision, of which the large site on Hamilton Road was considered particularly suitable. In 1977, the original c.1885 mansion was demolished (Figure 6). Its original driveway alignment was retained to form Hamilton Close. A large number of original cyprus and oak trees from the original nineteenth century setting were also retained (Council Building Files). The new housing estate, named 'Hamilton Close', comprised 18 houses of either single, split-level or two storey design, each with private gardens and courtyards (see Figures 7-10). A large area, at the northern end of the development, was set aside for common grounds, and visitor car parking was introduced in various locations across the site (Council Building Files).

The Hamilton Close Cluster Housing development drew heavily on the design principles and concepts of Winter Park, a large cluster subdivision developed by influential project building company, Merchant Builders, in 1970. The central idea for the Winter Park project was the free siting of houses, private garden and communal open



space to achieve an integration of the built environment within the most efficient use of land (Victorian Heritage Database).

Marketed as 'Melbourne's most prestigious address', the first stage of the Hamilton Close development was opened for inspection in late 1978, with houses first offered for sale in 1979 (*Age*, 11 November 1978:41; *Age*, 7 April 1979:58). A 1978 feature in the *New Age Homes and Land* praised how the new estate 'successfully blended an established setting with a modern development' particularly given that, with the 'current interest in preserving many older homes of historical or architectural importance, the opportunity to indulge in such development is limited' (*Age*, 17 November 1978:30). Five years later, in 1983, Hamilton Close was described as 'one of the first cluster housing developments in Victoria and surely among the best' (*Age*, 29 January 1983:31). The final stages of the development were completed by the early 1980s (Malvern Valuation Field Card).



*Figure 6. Site plan, 1976, prior to demolition of mansion and construction of cluster housing (Bates Smart & McCutcheon, Council Building Files)*

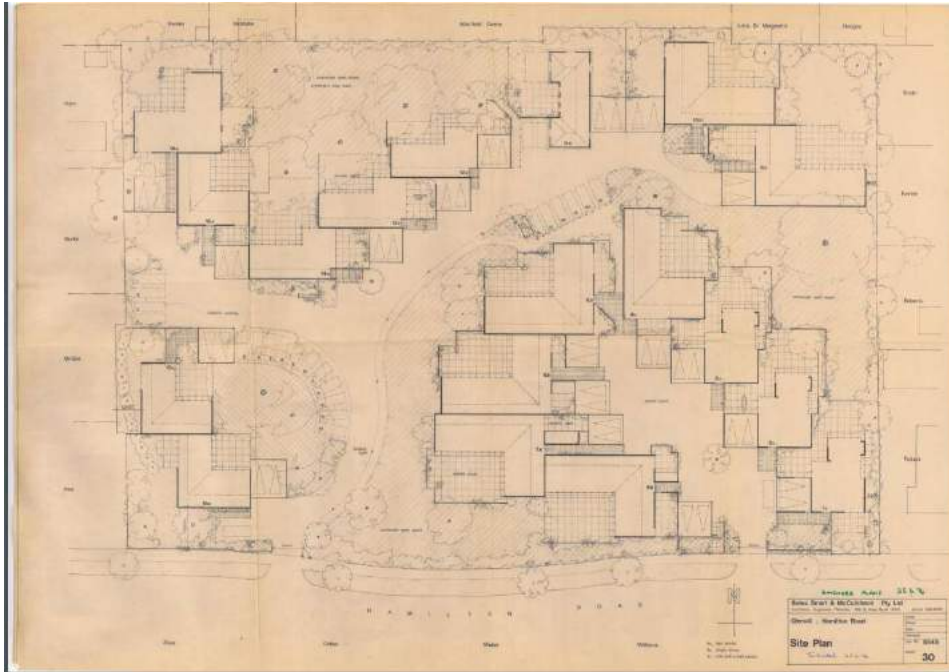


Figure 7. Proposed site plan of the new cluster housing development Hamilton Road, Malvern by Bates Smart & McCutcheon, 1976. Note this is not the final design (Council Building Files)

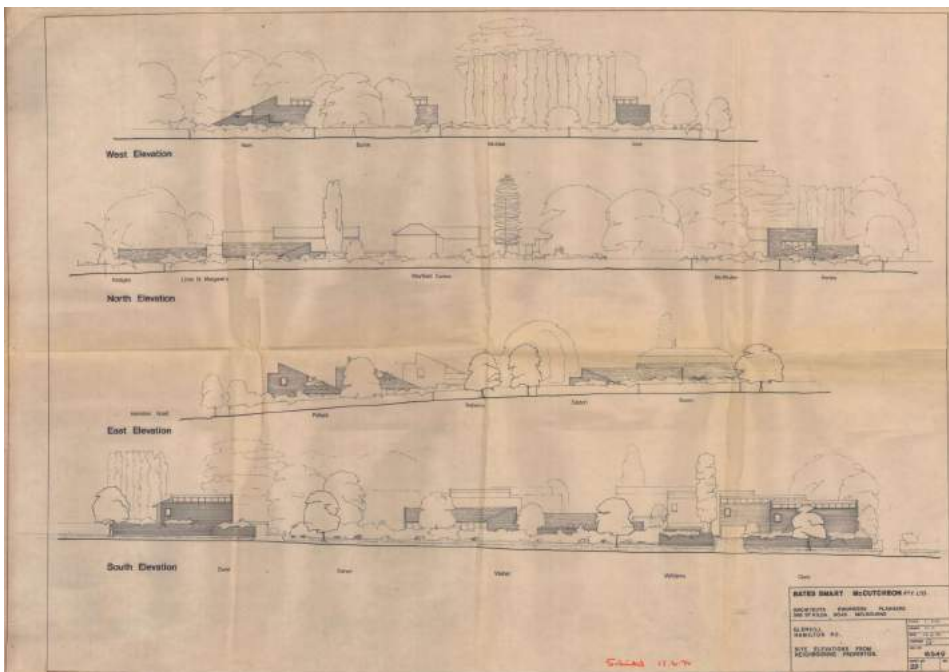


Figure 8. Proposed site elevations of the new cluster housing development at Hamilton Road, Malvern by Bates Smart & McCutcheon, 1976 (Council Building Files)



Figure 9. First house to be completed at Hamilton Close showing the private courtyard, 1978 (Age, 17 November 1978:30)

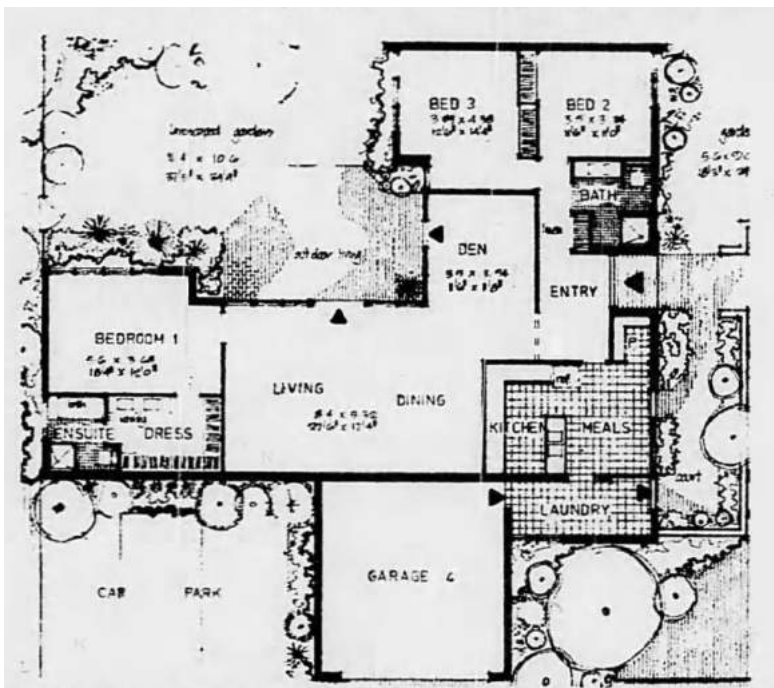


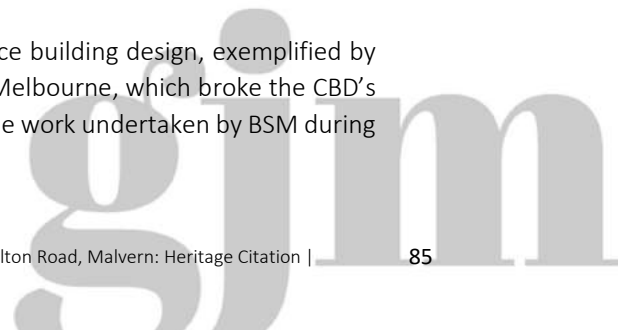
Figure 10. Site plan of the first house to be completed at Hamilton Close, 1978 (Age, 17 November 1978:30)

### **Bates Smart & McCutcheon, architects**

Bates Smart & McCutcheon (BSM) was formed in 1926 when Osborn McCutcheon joined in partnership with E A Bates and C P Smart, expanding the existing practice of Bates & Smart. The firm was one of the oldest in Australia, having evolved from the original firm of Reed & Barnes (Goald 2012:72). By the late 1960s they were one of the largest practices in the country. The company continues to exist today as Bates Smart.

BSM has had an extensive history in residential, commercial, educational, hospital and ecclesiastical design (Goald 2012:72-3). In the 1930s, the firm designed a number of Georgian-inspired houses and country estates, while simultaneously winning RIVA Architectural Medals for the Commercial Palazzo-style AMP Building in Collins Street, Melbourne (1926-31) and the Moderne-style Buckley & Nunn Men's Store in Bourke Street (1933).

By the late 1950s BSM became Australia's leading experts in high-rise office building design, exemplified by their design for ICI House (now Orica Building) at 1 Nicholson Street, East Melbourne, which broke the CBD's existing 132-foot (40m) height limit in 1955-8 (Goald 2012:73). Other notable work undertaken by BSM during



this period included Wilson Hall, University of Melbourne (1952-6), and the planning and design of a number of school and university campuses, including Monash University and Peninsula Grammar School, Mount Eliza.

The firm continued to expand into the late-twentieth century, with the development of their expertise in the adaptive reuse of historic buildings and the introduction of new design directions through their designs for the late Brutalist Metropolitan Fire Brigade Headquarters, East Melbourne (1975-8) and Late Modern Budget Rent-a-Car building, North Melbourne (1980). Major projects undertaken by BSM in the latter half of the twentieth century included the large collaborative designs of Melbourne Central with Kisho Kurokawa (1983-92), Federation Square with Lab Architecture Studio (1997-2002), as well as the Crown Promenade, Southbank (2003) and Royal Children’s Hospital, Parkville (2011) (Goat 2012:74).

## Historical Themes

The place illustrates the following themes as outlined in *Victoria’s Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## Description

The Hamilton Close Cluster Housing comprises 18 semidetached dwellings located on a large rectangular site. The site has frontage and access from Hamilton Road to the south, with the north, east and west boundaries comprising the rear boundaries of neighbouring residences. Two crossovers to Hamilton Road provide vehicular access and a private roadway – ‘Hamilton Close’ – is accessed from the westernmost crossover and follows a curve to the north before branching out to the east and west in two arcs and terminating at cul-de-sacs. A second private roadway is accessed from the easternmost crossover and runs in a northerly direction until, where it would otherwise intersect with the eastern branch of Hamilton Close, it is truncated by a landscaped garden and narrowed to provide pedestrian access only. Both roadways are detailed with an asphalt carriageway and pale orange brick gutter and edge detail. Both entrances are marked with bronze plaques set into pale brown brick garden walls that announce the addresses of the dwellings accessible via each route. The roadways define the communal landscaped areas of the site as well as providing vehicular access to garages and visitor parking areas.

The dwellings are uniformly detailed, employing a consistent materials palette and design language. They comprise either one or two-storey buildings of pale brown brick masonry construction. The roof forms are of simple, yet expertly manipulated geometry. For example, buildings have either skillion roofs to ground-floor garages that mirror the planes of the gable roofs of the first-floor above, or two skillion roofs that are mirrored but offset to form a dramatic clerestory. Masonry walls, especially the wing walls, extend beyond the roof plane to form deep and often raked parapets, but never at the frontmost eave of the principal elevation of the dwelling as this would conceal the slope of the roof. All roofs, except where they have been re-clad, feature concrete tiles of uniform appearance. Other materials common between the dwellings include the garage doors, painted timber, such as to the fascia or to infill panels at the clerestory of some of the single-storey buildings, and door and window detailing (such as the fine metal security grilles to the front entries). All painted elements share a common colour scheme.

The dwellings are irregularly placed around the curving private roadways and do not form a consistent rhythm but nonetheless are clearly related to one another by their materiality and form. Each dwelling has an individualised identity of address through their siting, subtle differences in their scale, and by the front entry which is typically detailed through a change of ground treatment (from asphalt to brick paving) and tall garden walls or through the use of timber-framed arbours or small, carefully landscaped gardens featuring lava rock arrangements.

Each dwelling has its own private garden courtyard as well as the common landscaped garden. The common garden areas have a park-like appearance and feature areas of clipped lawn, several mature trees including *Cupresses* specimens, hedges and garden beds formed on organic curvilinear lines containing established plantings. Other landscape features include the bronze plaque wayfinding signage, green in-ground speed limit signs, and distinctive electric lanterns with brown glass orbs that are either set into the lawn or garden beds at a low height or mounted on garden walls.

Key Features:

- Careful siting of dwellings within a communal landscaped setting to maximise physical and visual access to open space while also providing each dwelling with privacy and access to natural light
- Universal design language to dwellings, including:
  - Low-profile one or two-storey forms
  - Common materiality, including pale brown face brick, painted timber details (for example to doors, gates and fascias), and consistent door and window detailing
  - Skillion and gable roofs with parapets and concrete roof tiles
- Private gardens and courtyards provided to each dwelling
- Substantial communal open space defined by an internal road network (that references the driveway of the earlier mansion located on the site) containing mature specimen trees, expanses of lawn, and densely planted garden beds. A consistent palette of material is applied to the communal open space, including asphalt roadways, red brick edging to internal roadways and garden beds, brick paving to individual unit entrances, and electric lanterns with brown glass orbs.

### **Intactness/Integrity**

The Hamilton Close Cluster Housing at 1 & 9 Hamilton Road retains a high degree of integrity in fabric, form and detail to its original period of construction. The property remains highly intact and retains its ability to be understood and appreciated as an example of a post-war cluster housing development.

### **Comparative Analysis**

The Hamilton Close Cluster Housing at 1 & 9 Hamilton Road is of note as a highly intact example of a post-war cluster housing development. Designed by prominent architectural practice, Bates Smart & McCutcheon for Glenvill Homes, it is one of a number of cluster housing developments that were designed and constructed across Victoria in the post-war period.

Cluster subdivision was promoted by influential project home building company, Merchant Builders as the free siting of individual houses, private gardens, public and communal open space, and public and private roads to make possible the most efficient use of land and to achieve the best possible relationships between buildings and open space (MSD 2015:131).

The first cluster type housing development in Victoria was Winter Park in Doncaster (VHR H1345), designed by architect Graeme Gunn for Merchant Builders. Developed in stages from 1970 to 1974, Winter Park comprised 20 detached houses sited around communal car and pedestrian access, with each dwelling being located on less than a quarter of an acre (Victorian Heritage Database). The clusters were set in a large communal park which retained its original eucalypts and sweeping rough cut grass. As described by Gunn:

*The concept of clustering not only achieved basic financial economies by grouping car access, parking, and the basic site servicing to dwellings, but also allocated open space more*

*effectively across the site. Greater privacy was made possible by better definition of space within and around the dwelling. This was achieved by careful co-ordination of dwelling orientation, landscaping, placement of carports, screens and communal car and pedestrian access zones. The space economy achieved by clustering dwellings permitted a large communal parkland shared by residents. The open space was immediately accessible to all dwellings, providing a safe, large, children's playspace which could be easily supervised from each house. The communal parkland was controlled and maintained by corporate ownership - including all residents in the development (Victorian Heritage Database).*

The development of Winter Park was integral to the introduction of the *Cluster Titles Act 1974*. Winter Park had been subdivided and developed under the *Strata Titles Act 1967*; legislation that made subdivision difficult because it required buildings to be connected, however arbitrary the links, and all buildings completed before any could be sold (Victorian Heritage Database). Cluster development was seen as a very important alternative to the existing housing patterns as it provided diversity of life-styles, variety in the suburban residential scene, flexibility, a more sensible utilisation of land, cost savings and the protection of natural assets. The new *Cluster Titles Act 1974* allowed for more flexibility in the development of this housing type and allowed developers to demonstrate the merits of their schemes, thereby reducing the requirement that a council defend a rigid set of standards. Despite these objectives and advantages, in the first three years after operation of the *Cluster Titles Act 1974* only 84 cluster subdivisions were registered. Despite amendments to the Act in 1976 and 1978, strata and conventional subdivisions remained the preferred choice to cluster subdivisions (Victorian Heritage Database).

No examples of cluster housing developments are included in the Heritage Overlay of the Stonnington Planning Scheme. The Hamilton Close Cluster Housing subdivision is significant as the first cluster housing development in Malvern (and the City of Stonnington more broadly) following the introduction of the *Cluster Titles Act 1974*, and one of the first of its type in Victoria. Designed by prominent architectural firm, Bates Smart & McCutcheon, Hamilton Close demonstrates the typical characteristics of a cluster housing development, including careful siting of dwellings to ensure privacy and maximise open space, private gardens and courtyards, the provision of communal open space, respect for the natural characteristics and topography of the site, and the grouping of car parking and access.

There are no direct comparisons within the municipality.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Hamilton Close Cluster Housing at 1 & 9 Hamilton Road has a clear association with the development of cluster housing in Victoria in the post-war period, which was a direct result of the *Cluster Titles Act 1974*. As the first cluster housing development in the municipality and one of the first of its type in Victoria, Hamilton Close Cluster Housing demonstrates the shift towards more affordable housing and higher density living which characterised suburban development throughout Melbourne in the late-twentieth century.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

Hamilton Close Cluster Housing at 1 & 9 Hamilton Road is a fine and highly intact representative example of a post-war cluster housing development in the City of Stonnington. It displays typical features of the cluster housing typology, which developed across Victoria in the post-war period, including low-profile buildings built



to simple standardised designs with low-pitched roof forms, private gardens and courtyards, a neutral colour palette, the use of typical materials such as brick and timber, and the provision of communal open spaces and car parking and access.

**Criterion E: Importance in displaying particular aesthetic characteristics**

Hamilton Close Cluster Housing at 1 & 9 Hamilton Road is a carefully designed and well-resolved example of a cluster housing development of the 1970s designed by prominent architectural firm, Bates Smart & McCutcheon. The housing development, which comprises a cluster of dwellings with private gardens and courtyards built to simple standardised designs, are sited to provide privacy and maximise open space, while also being set within a communal open landscaped setting. The effect is a picturesque composition of this housing type. The retention of the original nineteenth century driveway alignment and a number of nineteenth century Cypress and oak trees, contribute to the setting of the place.

**Grading and Recommendations**

It is recommended that the place be removed from HO182 and included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	Yes – mature Cypress and Oak species in communal open space
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundary as shown in Figure 11 below.



Figure 11. Recommended Extent of Heritage Overlay



## References

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- GJM Heritage, *Moorakyne/Stonington Precinct (HO182) Background Document*, 2021.
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## Hamilton Close Cluster Housing, 1 & 9 Hamilton Road, Malvern – Statement of Significance, June 2021

**Heritage place:** Hamilton Close Cluster Housing, 1 & 9 Hamilton Road, Malvern (1-11/1 & 1-7/9 Hamilton Road)

**PS ref no.:** TBC



*Figure 1. Part of the Hamilton Close Cluster Housing at 1 & 9 Hamilton Road, Malvern (May 2021)*

### ***What is significant?***

The Hamilton Close Cluster Housing at 1 & 9 Hamilton Road, Malvern, constructed from 1977-1981.

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

- Careful siting of dwellings within a communal landscaped setting to maximise physical and visual access to open space while also providing each dwelling with privacy and access to natural light
- Universal design language to dwellings, including:
  - Low-profile one or two-storey forms
  - Common materiality, including pale brown face brick, painted timber details (for example to doors, gates and fascias), and consistent door and window detailing
  - Skillion and gable roofs with parapets and concrete roof tiles
- Private gardens and courtyards provided to each dwelling

- Substantial communal open space defined by an internal road network (that references the driveway of the earlier mansion located on the site) containing mature specimen trees, expanses of lawn, and densely planted garden beds. A consistent palette of material is applied to the communal open space, including asphalt roadways, red brick edging to internal roadways and garden beds, brick paving to individual unit entrances, and electric lanterns with brown glass orbs.

Later alterations and additions to individual buildings and landscaping are not significant.

***How is it significant?***

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The Hamilton Close Cluster Housing is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The Hamilton Close Cluster Housing has a clear association with the development of cluster housing in Victoria in the post-war period, which was a direct result of the *Cluster Titles Act 1974*. As the first cluster housing development in the municipality and one of the first of its type in Victoria, the Hamilton Close Cluster Housing demonstrates the shift towards more affordable housing and higher density living which characterised suburban development throughout Melbourne in the late-twentieth century (Criterion A).

The Hamilton Close Cluster Housing is a fine and highly intact representative example of a post-war cluster housing development in the City of Stonnington. It displays typical features of the cluster housing typology, which developed across Victoria in the post-war period, including low-profile buildings built to simple standardised designs with low-pitched roof forms, private gardens and courtyards, a neutral colour palette, the use of typical materials such as brick and timber, and the provision of communal open spaces and car parking and access (Criterion D).

The Hamilton Close Cluster Housing at 1 & 9 Hamilton Road is a carefully designed and well-resolved example of a cluster housing development of the 1970s designed by prominent architectural firm, Bates Smart & McCutcheon. The housing development, which comprises a cluster of dwellings with private gardens and courtyards built to simple standardised designs, are sited to provide privacy and maximise open space, while also being set within a communal open landscaped setting. The effect is a picturesque composition of this housing type. The retention of the original nineteenth century driveway alignment and a number of nineteenth century Cypress and oak trees, contribute to the setting of the place (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Grahamstadt, 5 Harvey Street, Malvern



*Figure 1. 5 Harvey Street, Malvern (GJM Heritage, December 2020).*

DATE: June 2021

## GRAHAMSTADT, 5 HARVEY STREET, MALVERN

<b>Place type:</b> Residential	<b>Architect:</b> James George Jowett
<b>Construction Date:</b> 1890-91	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The land on which 5 Harvey Street is located formed part of the Stanhope Estate, which comprised a portion of the block bounded by High Street to the north, Glenferrie Road to the west, Wattletree Road to the south and Tooronga Road to the east. The Stanhope Estate was subdivided in 1885 and advertised for sale as being ‘close to three railway stations, magnificent situations, splendid views, about six hundred sites to choose from and unequalled terms’ (*Lorgnette*, 12 February 1885:2) (Figure 2). The subject property formed Lot 13 of Block C, comprising vacant land measuring 60 x 120 ft with a NAV of £14 (Malvern Rate Books). In October 1889, the lot was purchased by James George Jowett of 113 Barry Street, who erected a brick house with seven rooms and a workshop on the site in 1890-91 (Malvern Rate Books; LV:V2081/F128). Jowett was an architect; it is likely that he designed the house, which he subsequently named ‘Grahamstadt’ (S&M).

Melbourne and Metropolitan Board of Works (MMBW) plans dating to 1901 (Figure 3) and 1902 (Figure 4) show the footprint of the house and the layout of the property at the turn of the century. A trellis was located to the south of the residence, with verandahs located to the north and rear (east). A free-standing glass house was located at the southern boundary and a large timber building (the workshop) was located to the rear of the site.

In 1901, Jowett moved to Horsham while his wife remained at Grahamstadt. The house was subsequently put up for auction, at which time it was described as a:

*Well and faithfully built brick 2-storey house, containing 7 good rooms, with bathroom, pantry, scullery, verandahs, and balcony...The house overlooks the public gardens, and commands superb views (Argus, 11 October 1901:2).*

It also comprised a large timber building (the original workshop), which was considered suitable for a 'stable, coach house and loft', as well as a 'flower and fruit garden' (Argus, 11 October 1901:2). The house failed to sell and Jowett's wife continued to occupy Grahamstadt until 1909, when Arthur Wright purchased the property (S&M; LV:V2081/F128). Wright sold the property to Percy Stephen Morton just two years later, who advertised rooms for let in 1914 and 1916 before he sold the property in 1917 (Argus, 27 February 1914:15; Argus, 16 November 1916:12; LV:V3528/F479).

The property had a number of owners in the ensuing years before it was purchased by siblings Harry Alfred, Edith Louisa, Florence Emelien and Linda Victoria Burt in 1939 (LV:V3573/F482). Harry Alfred Burt was an architect who designed the Queen Alexandra Bandstand in Ballarat and the Victorian Heritage Registered residence, Banool, in Kilmore. His sisters Florence and Edith worked as clerks while Linda was a typist (Victorian Electoral Rolls, various dates). The Burt family continued to own the property until 1967 when it was sold to George and Margaret Burrows. It remained in the Burrows family until 2011.

Alterations and additions were undertaken in 2012-13. These works involved the construction of a substantial addition to the rear of the residence and the erection of a carport to the south.

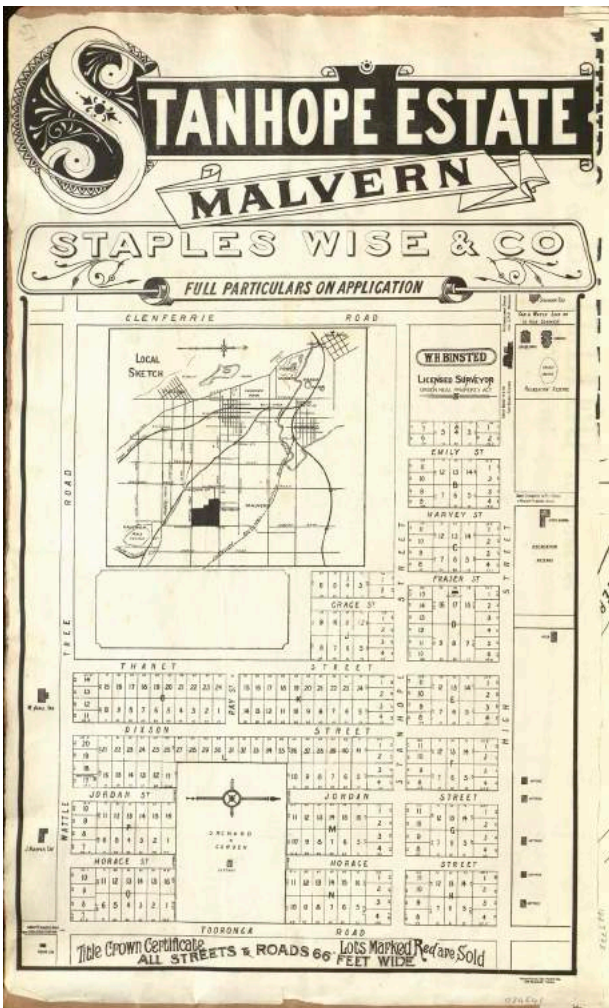


Figure 2. Subdivision plan for Stanhope Estate, Malvern, c. 1888





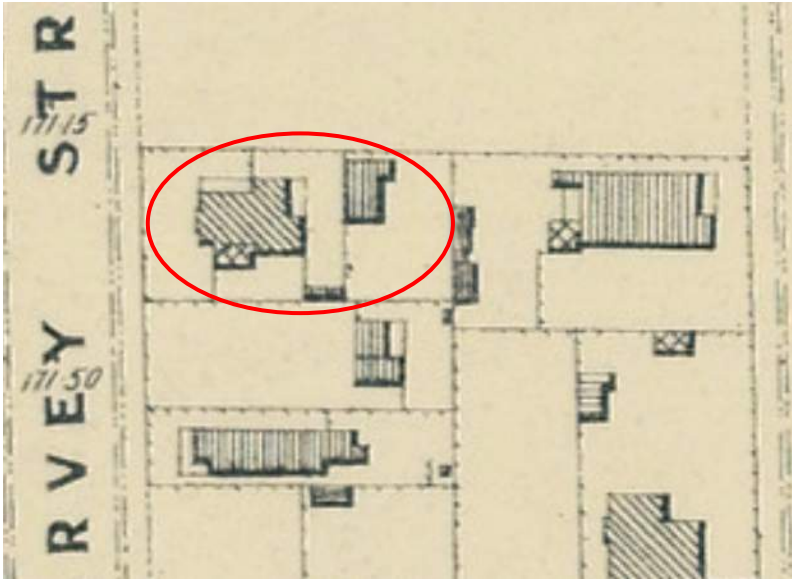


Figure 3. MMBW Plan No. 61 showing the residence and outbuildings at 5 Harvey Street, Malvern (circled in red), 1901 (SLV)

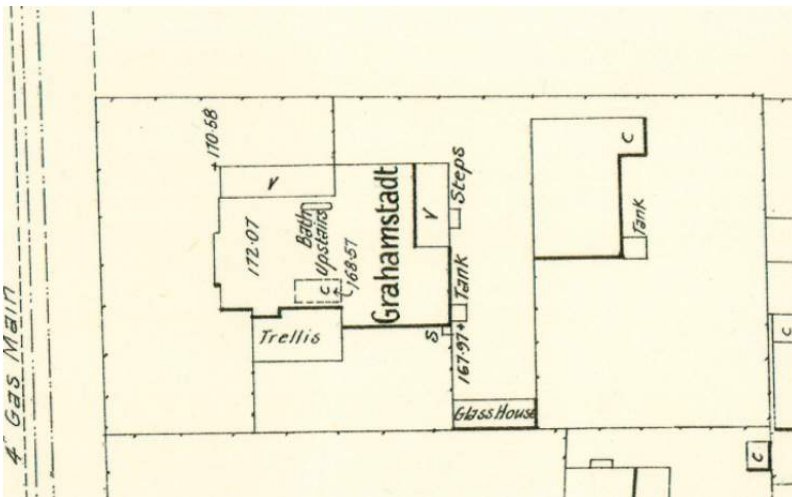


Figure 4. MMBW Detail Plan No. 1744 showing the residence and additional buildings at 5 Harvey Street, Malvern, 1902 (SLV)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs
  - 6.7 Making homes for Victorians

## Description

Grahamstadt is situated on the east side of Harvey Street, south of High Street and in close proximity to the Malvern Public Gardens. It comprises a two-storey building of masonry construction that is T-shaped in plan, with substantial additions to the rear (east). The principal (west) elevation is set behind a (later) brick and iron palisade fence and formal garden setting. New vehicular access and carport is provided at the southwest of the site.

The building is of face brick construction, with a gable-roofed rear transverse section and a hipped-roof wing extending to the front (west). The principal elevation features a centrally located bay that sits proud of the main plane of the elevation. It is gable-roofed and finished with a timber bargeboard. All roofs are clad in slate, and have projecting eaves with a recessed timber fascia. Two tall chimneys penetrate the roof and are

decorated simply with vertical rendered mouldings and rendered corbels; the westernmost chimney also features a chimney breast at the south elevation. Windows are timber-framed and double hung. All timberwork and rendered elements, including string courses, mouldings, and segmented arch windowheads, have recently been painted a dark colour. Entry is at the side (north) elevation via a verandah which appears to be a later addition.

Key Features:

- Substantial two-storey form
- Symmetrical massing across the principal (west) elevation
- Hipped and gabled roof forms with slate cladding
- Prominent decorative chimneys
- Face brick walls with rendered decorative elements (overpainted)
- Timber-framed double hung windows.

### **Intactness/Integrity**

Grahamstadt retains a high degree of integrity to the Victorian period in fabric, form and detail. While the building has undergone some alterations, including an addition to the rear and a carport to the south, these do not diminish the ability to understand and appreciate the place as an example of a substantial Victorian house.

### **Comparative Analysis**

Grahamstadt is of note as a distinctive example of a Victorian house constructed in the City of Stonnington. During the 1880s Melbourne experienced a period of unprecedented prosperity, growth and development. Within Stonnington, Malvern in particular experienced a burst of suburban development as land developers subdivided and auctioned choice building sites on housing estates, and builders rapidly covered them with houses (Context 2009:41). A substantial number of Victorian houses, including a number of large, two-storey houses built at the end of the boom period, remain in the municipality to demonstrate this historic period. Many of these are included in the Heritage Overlay of the Stonnington Planning Scheme on an individual basis. Those located within Malvern that are comparable to Grahamstadt include:

- 19 Pine Grove, Malvern 1889-90 (HO278)
- 72 Elizabeth Street, Malvern, c1890 (HO309)
- Wairua, 149 Wattletree Road, Malvern 1890 (HO548)
- Noorie, 56 Elizabeth Street, Malvern 1891 (HO591)

In a similar manner, Grahamstadt retains a high degree of integrity to clearly demonstrate the characteristics of a late nineteenth-century Victorian house in the City of Stonnington. Designed by architect, James George Jowett, it is of note as a substantial house dating to the Victorian period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Grahamstadt 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 – and throughout Stonnington more broadly – were

subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. Constructed on an allotment in the Stanhope Estate subdivision, this house clearly illustrates this important phase of development in the City of Stonnington.

**Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments**

Grahamstadt is a distinctive, well-resolved and intact representative example of a Victorian residence in the City of Stonnington. Likely designed by architect James Jowett, the building displays important characteristics of late nineteenth century middle-class housing in Malvern and across Melbourne more broadly, including an imposing form, symmetrical composition, hipped and gabled roof forms, prominent chimneys and the use of materials such as slate and red brick.

**Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundary, as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay



## References

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The *Argus*.

The *Lorgnette*.

Victorian Electoral Rolls, accessed via ancestry.com.

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

## Grahamstadt, 5 Harvey Street, Malvern – Statement of Significance, June 2021

**Heritage place:** Grahamstadt, 5 Harvey Street, Malvern

**PS ref no.:** TBC



*Figure 1. 5 Harvey Street, Malvern (December 2020)*

### ***What is significant?***

Grahamstadt at 5 Harvey Street, Malvern, constructed in 1890-91.

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
- Substantial two-storey form
- Symmetrical massing across the principal (west) elevation
- Hipped and gabled roof forms with slate cladding
- Prominent decorative chimneys
- Face brick walls with rendered decorative elements (overpainted)
- Timber-framed double hung windows.

Later alterations and additions, including recently constructed additions to the rear and south as well as the front fence, are not significant.

***How is it significant?***

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Grahamstadt is of local historical and representative (architectural) significance to the City of Stonnington.

***Why is it significant?***

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Grahamstadt 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 – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of middle-class housing. Constructed on an allotment in the Stanhope Estate subdivision, Grahamstadt clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

Grahamstadt is a distinctive, well-resolved and intact representative example of a Victorian residence in the City of Stonnington. Likely designed by architect James Jowett, the building displays important characteristics of late nineteenth century middle-class housing in Malvern and across Melbourne more broadly, including an imposing form, symmetrical composition, hipped and gabled roof forms, prominent chimneys and the use of materials such as slate and red brick (Criterion D).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

**Malvern Cricket Ground & Grandstand (Lansbury Pavilion), 1253 High Street, Malvern**



*Figure 1. Looking west across the Malvern Cricket Ground & Grandstand, Malvern (Malvern Town Hall in background) (GJM Heritage, November 2020).*

DATE: June 2021

## MALVERN CRICKET GROUND & GRANDSTAND (LANSBURY PAVILION), 1253 HIGH STREET, MALVERN

<b>Place type:</b> Sporting Ground	<b>Architect:</b> Hudson & Wardrop, in association with Sydney Wilson (Grandstand)
<b>Construction Date:</b> 1862 (Cricket ground); 1926 (Grandstand)	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the oval and Grandstand, as shown in Figure 11

### Locality History

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.

### **History of Cricket in Victoria**

Cricket was one of the earliest sports established in Victoria. The first match between the newly formed Melbourne Cricket Club and the military took place in 1838 and the game was firmly established in Geelong and Brighton by the 1840s. Inter-club cricket in Melbourne had its beginnings in the 1850s when a number of clubs formed in suburban and rural centres from Richmond to Ballarat (Haig-Muir et al 2000:43-46). Many of the clubs formed at that time have operated continuously or near continuously to the present day.

Early games were arranged on an informal basis and often relied on local initiatives. By the middle of the 1860s there were a substantial number of clubs – Melbourne, East Melbourne, Richmond, South Melbourne, North Melbourne, Carlton and St Kilda – to organise a regular calendar of games (eMelbourne). Cricket grounds with grandstands were established in suburbs to cater for local teams and in 1870, the Challenge Cup was introduced, aimed at ‘infusing a little life, if possible, into the game, and of awakening public interest’ (*Australasian*, 26 November 1870:11) and creating a more structured competition.



The Victorian Cricket Association was established in 1875 to oversee and manage inter-club matches (*Age* 24 September 1875:3). Over the ensuing years, inter-club cricket in Melbourne began to assume a stable structure and in 1906-7 the District Cricket Competition commenced. The twelve inaugural District teams were Carlton, Collingwood, East Melbourne, Essendon, Fitzroy, North Melbourne, Melbourne, Prahran, Richmond, South Melbourne, St Kilda and University, with the later addition of Northcote. At the next tier, Sub-District cricket comprised teams from Brighton, Caulfield, Coburg, Elsternwick, Hawthorn, Malvern, Port Melbourne and Williamstown (eMelbourne).

Inter-club cricket in Melbourne is today managed by Cricket Victoria, the governing body for the sport in Victoria.

### **Place History**

*The following history includes detail contained within 'Heritage Places in the City of Stonnington Stage 2', Raworth, 2013 and the Nomination Report for the Inclusion of the Malvern Cricket Ground in the Victorian Heritage Register (VHR), Hermes Database.*

Malvern Cricket Ground is located near the corner of High Street and Glenferrie Road, in proximity to Malvern Town Hall, Malvern Police Station and St George's Church.

The Malvern Cricket Ground and Grandstand has had a long association with the Malvern Cricket Club. The fourth oldest cricket club in Victoria, the club was founded in 1859 and has been associated with the Malvern Cricket Ground since the reserve's establishment in 1862. A number of prominent people have played for the club, including former Premier of Victoria, Lindsay Thompson. The ground also became home to the Malvern Lacrosse Club in 1903 and was used by the Malvern Harriers Athletic Club from 1922 to 1976.

The cricket ground forms part of Crown Allotment 20 in the Gardiner District of the Parish of Prahran. The first subdivision of this land occurred in 1857 when the Church of England was allotted part of the land for a school and other purposes. Five years later, in 1862, the land on which the Malvern Cricket Ground is located was set aside as a public recreation reserve (Bower: City of Stonnington Archives). Additional land was added to the reserve in 1869 and in 1877 the Shire of Gardiner paid £10 to the Church to obtain the remaining land, which had originally been designated as the site for a Wesleyan Church (Cooper 1935:102; *Telegraph, St Kilda, Prahran and South Yarra Guardian* 24 December 1869:2). The following year, the Shire of Malvern invited tenders for the erection of a 'stand and dressing room on the Malvern Recreation Reserve' (*Age*, 14 December 1878:1). The timber pavilion was erected on the west side of the ground at a cost of £65. It is shown in a postcard dating to 1907 as a modest structure with striped roof supported by timber posts (Figure 4). It was demolished in 1926 to make way for extensions to the Malvern Town Hall. The cricket ground also comprised a band rotunda (located to the rear of the Town Hall) (Figure 5) and a number of rockeries. These have since been removed and largely replaced by car parking.

In 1926, architects Hudson & Wardrop, in association with architect and local councillor, Sydney Wilson, invited tenders for the 'erection of brick grandstand at the Malvern Cricket Ground for the City of Malvern' (*Age*, 10 April 1926:1) (Figures 6 and 7). The new grandstand, built at a cost of £3,000 (*Argus*, 11 August 1926:19), was constructed to replace the timber pavilion, which was considered to have outgrown its usefulness. It was reported that the new structure 'provides seating accommodation far in excess of the old stand' (*Australasian*, 26 February 1927:40). The new grandstand was in part financed by a loan taken out by Council in 1924-5 as well as a combined £350 contribution from the Malvern Cricket, Lacrosse, Harriers, and Baseball Clubs (*Herald*, 29 May 1926:10). Officially opened by the mayor, Councillor W S Turnbull in October 1926 in the presence of 500 spectators, the Malvern Cricket Ground and its new grandstand were described at the time as 'one of the leading suburban sports ovals' and 'an indication of the earnestness of the Malvern

Council in attacking the question of proper accommodation for sporting bodies' (*Prahran Telegraph*, 22 October 1926:2) (Figures 8 – 10).

The new grandstand was named after Charles Frank Lansbury, who was a long serving lacrosse club official (*Argus*, 11 August 1926:19). He was Honorary Secretary of the Malvern Lacrosse Club between 1936 and 1976 and in 1988-9, Honorary Treasurer from 1932 to 1988 and President from 1977 to 1981. At a state level he was Malvern's delegate to the Victorian Lacrosse Association (VLA) from 1950 to 1968 as well as the VLA's Honorary Treasurer from 1960 to 1968. Lansbury was also active in organising inter-state tours and coaching at junior level.

The Malvern Cricket Ground has been a centre of community activity since it was set aside as a public reserve in 1862. Malvern Council, the Malvern Poultry Show and the Malvern Horticultural Society have used the ground and it continues to have a close association with its two long-term leaseholders, the Malvern Cricket Club and Malvern Lacrosse Club. The ground has also been used for events such as Air Raid Precaution training during World War II, sports days and training sessions by De La Salle College and Kildara College, an arts display for the Centenary of Government in Malvern in 1965 and as the site for fireworks to celebrate Australia's Bicentenary in 1988.

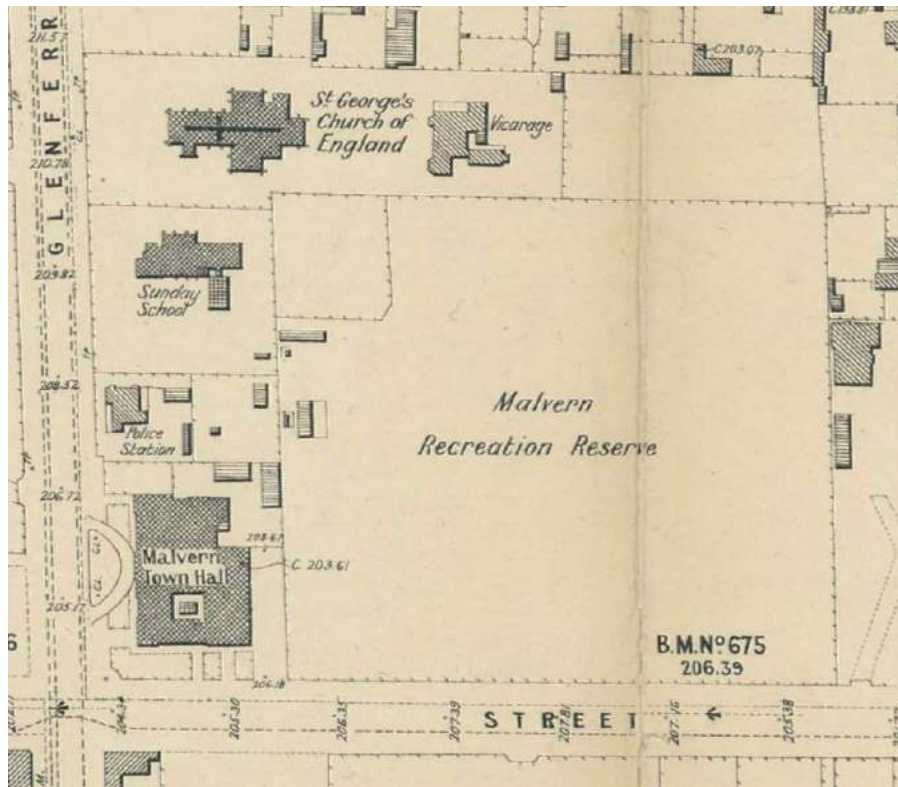


Figure 2. MMBW Base Plan No 59 showing the recreation reserve, 1902 (SLV)



Figure 3. Early view of Malvern Cricket Ground looking west toward St George's Church and Vicarage, c.1900 (SHC MP81)



Figure 4. Malvern Cricket Ground looking west towards the Town Hall. The original timber pavilion (with striped roof) can be seen in front of the Town Hall, 1907 (SHC MP1114)



Figure 5. The band rotunda at the Malvern Cricket Ground, 1903 (SHC MP5254)

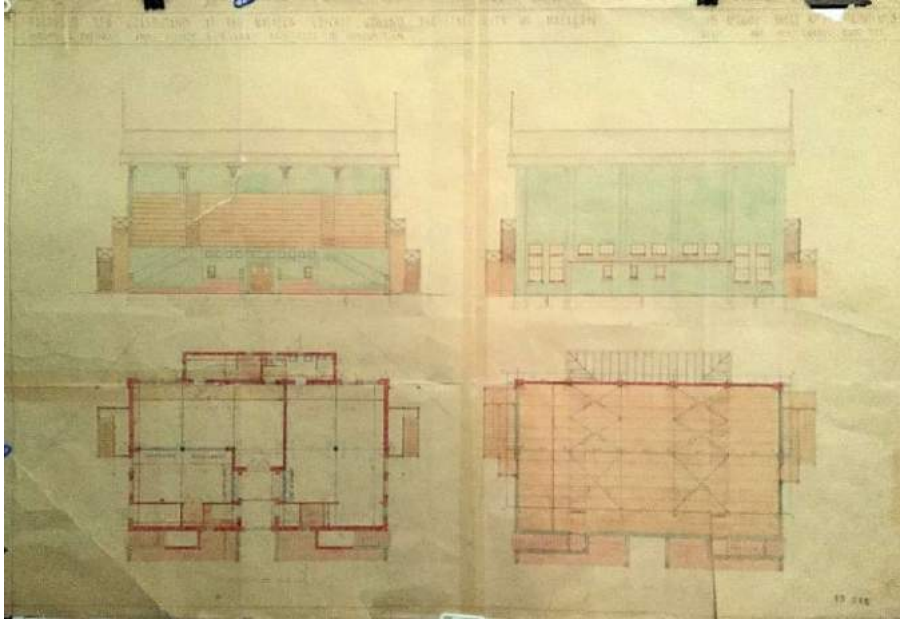


Figure 6. Architectural drawings of the proposed new grandstand at Malvern Cricket Ground, prepared by Hudson & Wardrop in collaboration with Sydney Wilson, 1926 (SHC MB9425)

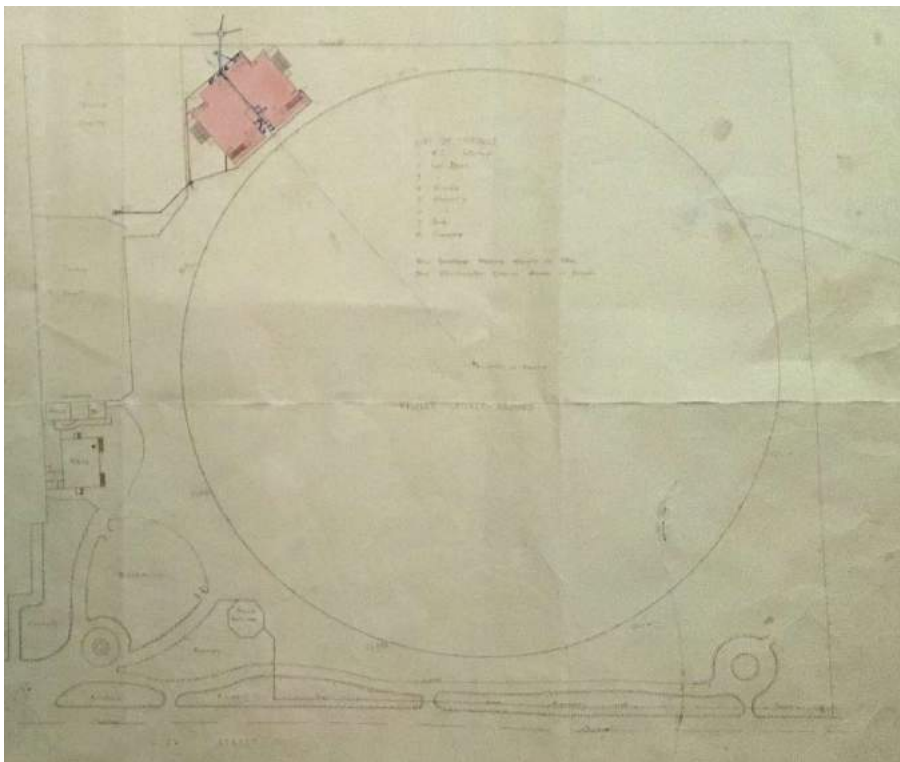


Figure 7. Site plan showing the proposed new grandstand at Malvern Cricket Ground, prepared by Hudson & Wardrop in collaboration with Sydney Wilson, 1926 (SHC MB9425)



*Figure 8. The new grandstand (Lansbury Pavilion) at Malvern Cricket Ground, c 1930 (SHC MP109)*



*Figure 9. Detail of aerial view of Malvern looking south-east showing the Cricket Ground and Grandstand to the rear of the Town Hall, 1920 (SLV)*



*Figure 10. Detail of aerial view of Malvern looking north showing the Cricket Ground and Grandstand to the rear of the Town Hall, c.1925-1935 (SLV)*

### **Hudson & Wardrop, architects**

*The following includes detail contained within The Encyclopedia of Australian Architecture, Goad & Willis (Eds.), 2012.*

Philip Hudson (1887-1952) and James Hastie Wardrop (1891-1975) formed the partnership Hudson & Wardrop in c1919. Early commissions included the St Kilda Army & Navy Club in Acland Street, St Kilda (1923) and the Members' Luncheon Room at the Moonee Valley Racing Club (1923). In 1924, Hudson and Wardrop won first prize in the international competition for the design of Melbourne's Shrine of Remembrance (completed in 1934), which was the most significant commission of its day and became the city's most important public monument (Statham, *Encyclopedia of Australian Architecture*:346). In 1929 the firm was joined by Kingsley Ussher (1899-1973) (Statham 2012:34), however, the firm dissolved in 1932 (Argus, 30 Sep 1932:1). Within the City of Stonnington, the practice was responsible for a number of Tudor Revival houses, including 65 Albany Road, Toorak and 1A Chesterfield Avenue, Malvern.

### **Sydney Wilson, architect**

*The following includes detail contained within The Encyclopedia of Australian Architecture, Goad & Willis (Eds.), 2012.*

Sydney Herbert Wilson was a prominent Melbourne-based architect and the son of architect Ralph Wilson, who, in partnership with Thomas Crouch and later John Beswicke, designed a number of significant Melbourne buildings. Sydney Wilson was born in South Yarra in 1860 and educated at St Kilda and Horton College in Tasmania, before being articled to his father's architectural practice, Crouch and Wilson. He worked with this firm and its successor, Wilson and Beswicke before setting up his own architectural business in the late 1880s. A number of notable buildings were designed by both firms while Sydney Wilson was in their employment, including the Malvern Town Hall in 1885-86.

In the City of Stonnington he is known to have designed his own house, 'Ilfracombe', 15 Forster Avenue, Malvern East (1890, HO310), the house at 21 Denbigh Road, Armadale (1900) and the All Saints Church Hall, 3 Olive Street, Malvern East (1921 & 1927, HO413) (Context citation for *All Saints Church Hall*, HO413). Wilson was also a significant local political figure and performed a number of other notable public functions, serving as a Malvern Councillor from 1905 to 1923. In 1913-14 he served as Mayor.

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 9 Shaping cultural and creative life

### **Description**

The Malvern Cricket Ground and Grandstand (Lansbury Pavilion) is located on High Street, Malvern, to the immediate east of Stonnington City Centre (the former Malvern Town Hall), Police Station, and St George's Anglican Church and west of the former mansion Northbrook (now largely hidden behind new buildings). De La Salle College (Kinnoull Campus) and its playing grounds are located to the immediate north of the cricket ground.

The oval has a grassed surface and is surrounded by a low cyclone wire boundary fence. On the north-west side of the oval is the Lansbury Pavilion, a two-storey rendered brick grandstand with club rooms at the ground floor and tiered seating above. The corrugated iron roof is supported by six steel posts.

A number of mature trees located around the oval remain from the late nineteenth and early twentieth century development of the site. These include English Elms (*Ulmus procera*) at the Malvern Road frontage,

and a band of trees (including Oaks) which extend along the northern boundary and to the east. A small area of lawn surrounding the perimeter of the oval remains at the south end of the ground.

Key Features:

- The continuous use of the site for formal and informal recreation since its reservation
- The use of the site as the home ground for the Malvern Cricket Club since 1862 and the Malvern Lacrosse Club since 1903
- The location, form and extent of the oval
- The 1926 grandstand.

### **Intactness/Integrity**

The Malvern Cricket Ground and Grandstand (Lansbury Pavilion) remains largely intact to its 1926 form and presentation; however, the band rotunda and associated rockeries have been replaced by asphalted car parking.

The grandstand remains substantially intact to its original construction in 1926. While some minor alterations have occurred, including the removal of one staircase, these do not diminish the ability to understand and appreciate the place as a fine example of an early twentieth century grandstand in the City of Stonnington.

### **Comparative Analysis**

Malvern Cricket Ground and Grandstand is of note for its long and enduring association with local community sporting and recreational activities in the City of Stonnington. The Grandstand (Lansbury Pavilion) is of note as a fine and highly intact example of an early twentieth century grandstand in the City of Stonnington.

No recreational ovals/sporting grounds are currently included in the Heritage Overlay of the Stonnington Planning Scheme on an individual basis or are identified as being a significant element within a heritage precinct. While a number of recreational ovals/sporting grounds are located in the City (including Toorak Park, Como Park and Kooyong Park [Sir Zelman Cowen Park] among others), only Toorak Park dates to the nineteenth century.

Toorak Oval was established by the Prahran City Council at the corner of Orrong and High streets in 1885 with cricket matches commencing eight years later in October 1893. The park was enlarged in c1900 and again in the early 1920s. A brick pavilion was constructed in 1909, with a new pavilion erected in 1925. Significant upgrade works were undertaken in the 1960s, at which time the 1909 pavilion was demolished and a substantial grandstand erected (1966-67). Toorak Park retains few elements from its early period of development and the majority of buildings and structures date to the post-war period, with the exception of the 1925 pavilion.

In comparison, Malvern Cricket Ground retains key elements from its early development, including the oval, and grandstand. Its early twentieth century character is enhanced by its proximity to a number of important nineteenth century buildings, including the Malvern Town Hall. The grandstand retains a high degree of integrity to clearly demonstrate the characteristics of an early twentieth century grandstand.



## Assessment against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Malvern Cricket Ground and Grandstand (Lansbury Pavilion) is important for its long and enduring role as a focus for local community activities and outdoor recreation since its establishment as a public recreation reserve in 1862. It has a clear association with the history of sport in Malvern – and Stonnington more broadly – as the home of the Malvern Cricket Club (the fourth oldest cricket club in Victoria) for over 150 years and the Malvern Lacrosse Club since 1903.

### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The Malvern Cricket Ground Grandstand (Lansbury Pavilion) is a fine and highly intact representative example of an early twentieth century grandstand. It displays typical features of this class of place, including its freestanding form, symmetrical massing, open tiered seating with post-supported canopy roof, stair access, and enclosed rooms located at the ground floor level.

### ***Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons***

The Malvern Cricket Ground has a strong association with the local Malvern community as a focus for social and recreational activity since its establishment as a public reserve in 1862. It has a strong and enduring association with local sporting clubs, the Malvern Cricket Club and Malvern Lacrosse Club, which have used the site as their home grounds since 1862 and 1903 respectively. In addition to these formal sporting uses, the Malvern Cricket Ground continues to serve the local Malvern community as a public recreation reserve, providing outdoor space for a range of activities, including sports training and dog walking.

## Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

## Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 11 below.



Figure 11. Recommended Extent of Heritage Overlay

## References

- Context Pty Ltd, Stonnington Thematic Environmental History, 2006 & 2009 addendum.
- G Tibbits, 'Crouch & Wilson' in Philip Goad & Julie Willis (Eds.) *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.
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- The Argus*.
- The Australasian*.
- The Herald*.
- The Prahran Telegraph*.
- The Telegraph, St Kilda, Prahran and South Yarra Guardian*.
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.

## Malvern Cricket Ground & Grandstand (Lansbury Pavilion), 1253 High Street, Malvern – Statement of Significance, June 2021

**Heritage place:** Malvern Cricket Ground & Grandstand (Lansbury Pavilion), 1253A & B High Street, Malvern

**PS ref no.:** TBC



*Figure 1. Looking west across the Malvern Cricket Ground & Grandstand, Malvern (Malvern Town Hall in background) (November 2020).*

### ***What is significant?***

Malvern Cricket Ground & Grandstand (Lansbury Pavilion) at 1253A & B High Street, Malvern.

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

- The continuous use of the site for formal and informal recreation since its reservation
- The use of the site as the home ground for the Malvern Cricket Club since 1862 and the Malvern Lacrosse Club since 1903
- The location, form and extent of the oval
- The 1926 grandstand.

Car parking and postwar ancillary structures are not significant.

***How is it significant?***

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The Malvern Cricket Ground & Grandstand (Lansbury Pavilion) is of local historical, representative (architectural) and social significance to the City of Stonnington.

***Why is it significant?***

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The Malvern Cricket Ground and Grandstand (Lansbury Pavilion) is important for its long and enduring role as a focus for local community activities and outdoor recreation since its establishment as a public recreation reserve in 1862. It has a clear association with the history of sport in Malvern – and Stonnington more broadly – as the home of the Malvern Cricket Club (the fourth oldest cricket club in Victoria) for over 150 years and the Malvern Lacrosse Club since 1903 (Criterion A).

The Malvern Cricket Ground Grandstand (Lansbury Pavilion) is a fine and highly intact representative example of an early twentieth century grandstand. It displays typical features of this class of place, including its freestanding form, symmetrical massing, open tiered seating with post-supported canopy roof, stair access, and enclosed rooms located at the ground floor level (Criterion D).

The Malvern Cricket Ground has a strong association with the local Malvern community as a focus for social and recreational activity since its establishment as a public reserve in 1862. It has a strong and enduring association with local sporting clubs, Malvern Cricket Club and Malvern Lacrosse Club, which have used the site as their home grounds since 1862 and 1903 respectively. In addition to these formal sporting uses, the Malvern Cricket Ground continues to serve the local Malvern community as a public recreation reserve, providing outdoor space for a range of activities, including sports training and dog walking (Criterion G).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Woodmason's Melrose Dairy Shops, 1125-1131 Malvern Road & 320 Glenferrie Road, Malvern



Figure 1. 1125-1131 Malvern Road (southern elevation, to right) & 320 Glenferrie Road (western elevation, to left), Malvern (GJM Heritage, November 2020).

DATE: June 2021

**WOODMASON'S MELROSE DAIRY SHOPS, 1125-1131 MALVERN ROAD & 320 GLENFERRIE ROAD, MALVERN**

<b>Place type:</b> Shops	<b>Architect:</b> Herbert Stanley Harris (1930s)
<b>Construction Date:</b> c1919; c1935 (remodelling)	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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.

### **History of Dairying in Stonnington**

*[The following contextual history is drawn from the Stonnington Thematic History, Context 2006 & 2009.]*

In the nineteenth century and well into the twentieth century, a local neighbourhood dairy, or dairy depot, was an essential urban service (Context 2009:8). Dairy products were delivered to the urban dairy in bulk, then sold directly or delivered to the neighbourhood twice daily. The dairy was often located on an urban-size allotment, ideally sited on a corner lot or adjacent to a laneway for access to outbuildings and stables, and could include a residence for the dairyman. The lack of refrigeration during transport and threat of contamination was a problem during this early period, resulting in frequent deliveries and the later development of associated ice works. In 1905, there were a large number of dairies listed in the *Sands & McDougall Directories* within the inner, more densely populated localities, such as Abbotsford, Brunswick, Carlton, Clifton Hill, Collingwood, Fitzroy, North Melbourne, Prahran, Richmond and South Melbourne (S&M). The 1905 *Sands & McDougall Directory* listed approximately 19 dairies in Prahran, with six ‘dairy produce’ locations. The remainder of the municipality had approximately 31 dairies, six ‘dairymen’ and 13 ‘dairy produce’ locations in 1905 (S&Mc).

Refrigeration played an increasingly important role in the supply and distribution of milk from circa 1911 (Context 2009:9). In the 1920s and 30s metropolitan milk supplies took on a new appearance as the so-called 'Model Suburban Dairies' were constructed with the latest in hygiene and commercial packaging. It was during this period that the almost universal system of bottling pasteurised milk and delivery throughout the metropolitan area began (Vines 1993:11). Legislative changes made it increasingly difficult for small local dairies to survive. In 1933, a new Milk Board raised standards in dairies, resulting in the de-licensing of about half of Melbourne's dairies. The remaining dairies were forced to make improvements to their facilities and many flourished. Many of the new dairies were constructed or remodelled in the Moderne style popular at the time.

Further reductions in the number of dairies came after World War II. In 1951 the Milk Board broke the relationship between farmers and dairies, and began purchasing milk from farmers for resale to the dairies, effectively making dairies the agents of the Milk Board. By the 1960s, the expansion of Metropolitan Dairies saw the decline of small urban dairies, which gradually dwindled as milk production and distribution changed. Many closed or became the local neighbourhood store or 'Milk Bar'.

### Place History

The Woodmason's Melrose Dairy Shops at 1125-1131 Malvern Road & 320 Glenferrie Road are located at the intersection of Malvern and Glenferrie roads on land originally owned by William Woodmason. Woodmason arrived in Australia from England in the 1840s and in the late 1850s established a market garden on an extensive block of land at the north-east corner of Glenferrie and Malvern roads in what would later become the suburb of Malvern. Together with his brother James, Woodmason cultivated a highly successful garden with prize winning produce (Context 2009:45, 93; *Leader* 6 January 1877:8).

Woodmason was a prominent figure in the local area, recognised as 'one of the most successful market gardeners in the neighbourhood of Melbourne' (*Leader* 12 October 1889:10). He was Shire President and a long serving member of the Malvern Council and is said to have imported the first Jersey cattle to Australia from the Channel Islands (*Age* 19 June 1879:1; *Argus*, 8 July 1940:2). Upon his death in 1892, the *Weekly Times* reported (13 August 1892:27):

*Mr Woodmason, who was born in Devonshire, England, in 1830, settled at Malvern in 1859, having bought in that district an acre of land, which laid the foundation of his future fortune. By assiduous skill he made his plot the wonder of his compeers and a marvel of fertility. Afterwards he added to his area, until at the time of his death he was the owner of upwards of forty acres of freehold land in Malvern and thirteen acres in Glen Iris. He cultivated about thirty-five acres as a market gardener...*

At the time of his death, Woodmason's holdings on the north-east corner of Malvern and Glenferrie roads comprised a brick villa and a weatherboard villa with outhouses (PROV Probate). He had also established a dairy on the site, which was later reported to 'bear a high reputation for the quality of the milk supplied' (*Leader* 4 September 1897:6). For a short time following his death, his widow, Jemima Woodmason, occupied the residence on the property (located at No 79, current 1133, Malvern Road and since demolished, Figure 3) (S&M).

Woodmason's son, William James Woodmason, took over the prize-winning jersey herd following his father's death and continued to breed pure-bred jersey cattle. He showed the cattle from the 1890s and won several championships at the Royal Melbourne Show. They were noted as one of the best herds in Victoria (SHC, catalogue entry for Ref No. MH8442; *Argus*, 8 Jul 1940:2).

William J Woodmason's dairy was first listed on the north-east corner of Malvern and Glenferrie roads in the Sands & McDougall Directories in 1900, at which time it was addressed as 79 Malvern Road. The 1907 Melbourne and Metropolitan Board of Works (MMBW) Detail Plan (**Error! Reference source not found.**) shows



the various buildings of the dairy complex at the time. These were located to the east of the existing shops at 1125-1131 Malvern Road. The corner lot remained vacant at this date. In 1910 the Melrose Dairy Farm comprised a new modern sanitary dairy, refrigeration chambers, milking shed and herd of 70 jersey cattle (*North Western Advocate* 20 August 1910:3).

In 1913 Woodmason subdivided his vast holdings as the Woodmason's Estate. The estate comprised 30 residential lots and created Woodmason Street (**Error! Reference source not found.**) (LV:V3608/F447). Woodmason retained the reduced corner lot at the intersection of Malvern and Glenferrie roads and the dairy and shops complex developed in stages in the ensuing years. By 1919, a large single-storey brick building with frontages to both Malvern and Glenferrie roads had been constructed on the corner site. This building, originally addressed as 69 Malvern Road, can be seen in a c1925 photograph (Figure 5). It comprised a series of shopfronts with elaborate parapet detailing and the lettering 'Melrose Dairy'. From 1919, Mrs E Dolan's confectionary store was listed in the Sands & McDougall Directory at this address. The remainder of the building was described as a brick factory and store (Malvern Rate Books). The building was likely designed by architect Sydney H Wilson, who applied the same design scheme to the Woodmason's Ice Works building that was constructed to the north of the corner building (addressing Glenferrie Road) in 1925-29. The dairy complex was called Woodmason's Melrose Dairy Pty Ltd in 1925 (S&M).

In January 1933, Woodmason sold the corner building and dairy buildings (current 1125-1131 and 1133-1145 Malvern Road) to brothers, Joseph, Hugh, Frank and Patrick Ryan, all Malvern dairymen (LV: V3608/F447). The Ryan brothers operated under the company name 'Woodmason's Melrose Dairy Pty Ltd' (*Herald* 18 August 1937:10). This name is evident on the existing façade of the corner building.

The building appears to have undergone a series of remodelling works in the 1930s. A letter dated August 1932 from shopfitters TS Gill & Son Pty Ltd to Council's building surveyor sought permission for 'shop front work', including 'dismantling the existing shops fronts' and construction of new shop fronts, to be constructed of 'metal sheathed mouldings, using highly polished copper' (Figure 6). The following year, three new brick lock-up shops fronting Malvern Road (then addressed as 71a, b & c) were listed in the rate books. In 1935 these shops were occupied by Woodmason's confectionary (the corner; no. 69, now 1125), a fruiterer (69a, now 1127), cake shop (69b, now 1129) and J A Bowman, dairy produce (69c, now 1131). Woodmason's Melrose Dairy, located adjacent to the shops, was addressed as 71 Malvern Road at this date (current 1133-39) (S&M).

The three shops fronting Glenferrie Road (now Nos 320B-320C) were identified as 'proposed new shops' on a site plan dated 1934 (Figure 7) for new owners the Ryan brothers, but were not yet completed on a site plan dated February 1936 (Figure 8). The three shops were listed in the rate books the following year, at which date they were owned by Melrose Dairy Co Pty Ltd (Malvern Rate Books). It is likely that the existing façade for the corner building dates to the 1930s redevelopment of the site. It was possibly designed by architect H Stanley Harris, who designed other buildings for the dairy complex in the same period in a similar style (Figure 9). In 1940 the shops fronting Glenferrie Road were occupied by a milliner, fine art gift shop and a newsagent. In subsequent years, the trade of each of the seven stores has generally remained the same, though the trader's names have changed (S&M).

The Ryan brothers sold the dairy complex (1133-1145 Malvern Road) to Associated Dairies Ltd in October 1941 but retained ownership of the corner building. The shops remained in the Ryan family until 1983, after which the property had various owners (LV:V6446/F140; V6659/F690). A 1945 aerial (Figure 10) shows the dairy complex, comprising the dairy buildings fronting Malvern Road, and the subject site at 1125-1131 Malvern Road and 320 Glenferrie Road. Woodmason's Ice Works (built in 1923 and demolished in 1988) is located to the immediate north of the subject site.

The Woodmasons' Melrose Dairy (and associated Ice Works) was a local landmark for many years (Context 2009:93). The dairy buildings at 1133-45 Malvern Road were demolished in 1985 (Malvern Valuation Field Card). The corner building at 1125-1131 Malvern Road & 320 Glenferrie Road is the only remaining fabric associated with the dairy complex.

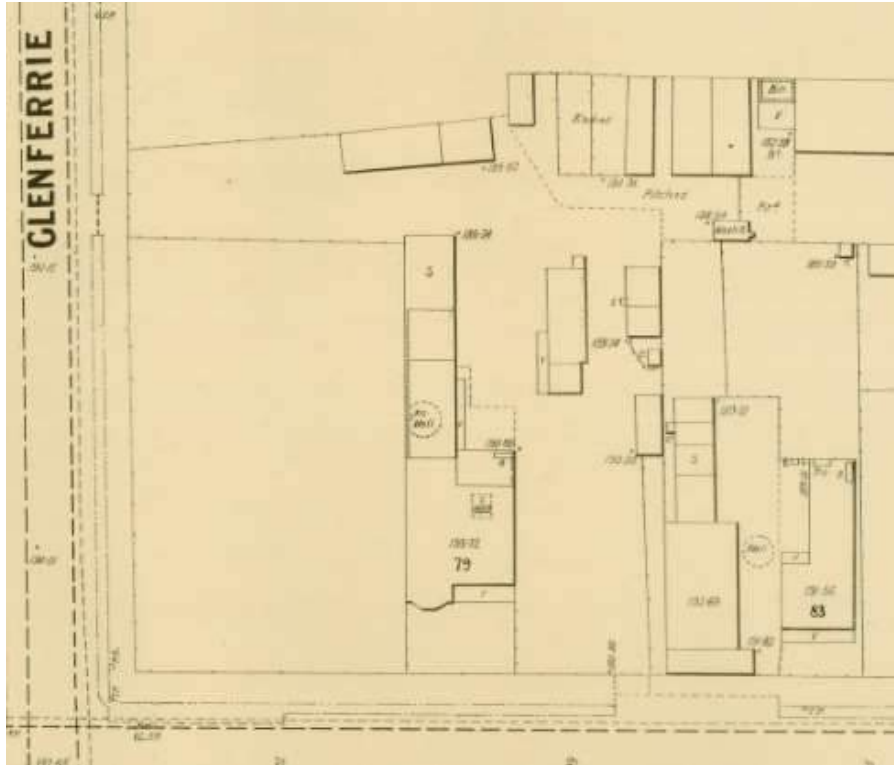


Figure 2. MMBW Detail Plan No 1774 showing the vacant land at the corner of Malvern and Glenferrie roads, and the house at 79 Malvern Road, 1907. At this stage the dairy buildings were located to the north of the house (SLV)



Figure 3. Photograph showing the house at 79 Malvern Road and Woodmason's dairy buildings to the rear, c1915 (Malvern Historical Society)

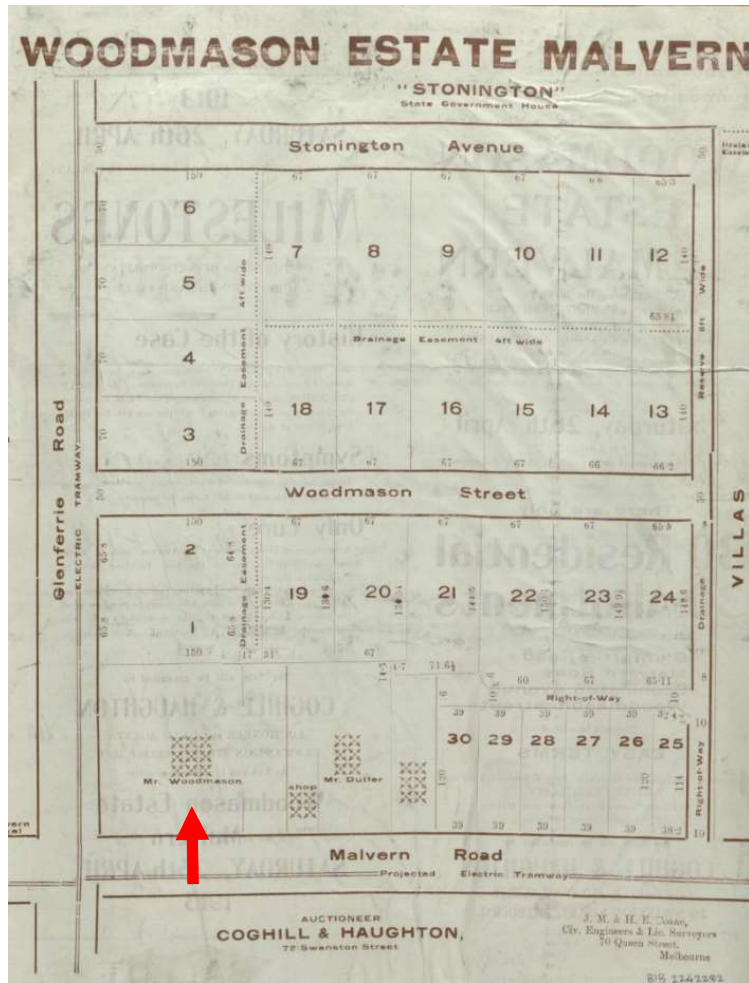


Figure 4. Auction notice for Woodmason's Estate, 1913. Woodmason's dairy complex was located on the reduced corner allotment (indicated by red arrow, SLV)

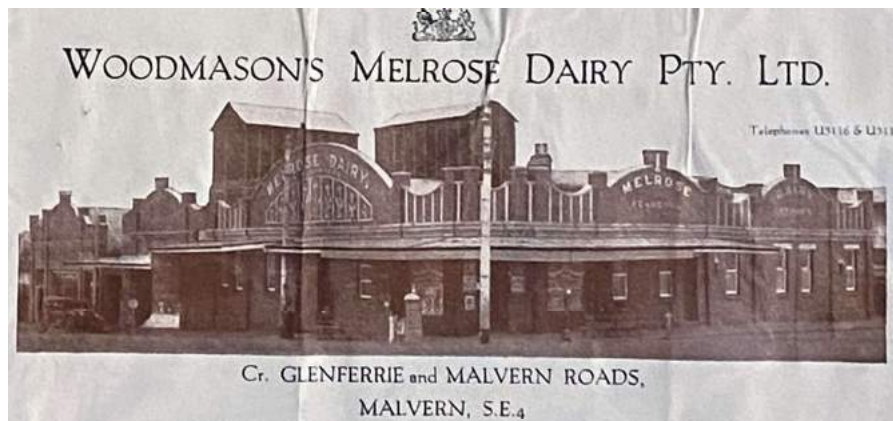


Figure 5. Melrose Dairy building at the corner of Malvern and Glenferrie Roads, c1925-1933. The dairy buildings can be seen to the rear and the associated Ice Works is evident at far left (SHC MB5101)



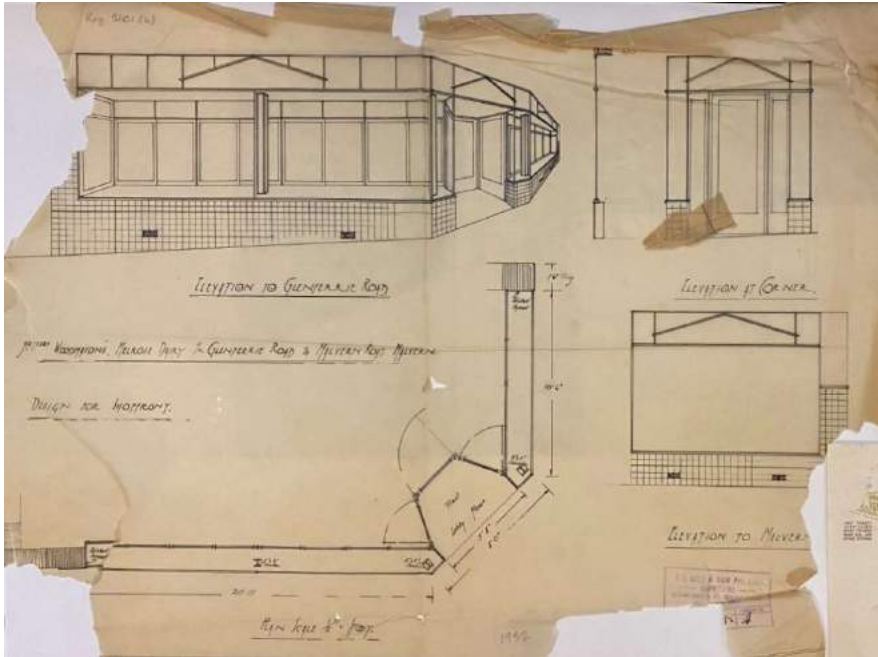


Figure 6. Drawing showing a design for the corner shopfront by TS Gill & Son, 1932 (SHC MB5101)

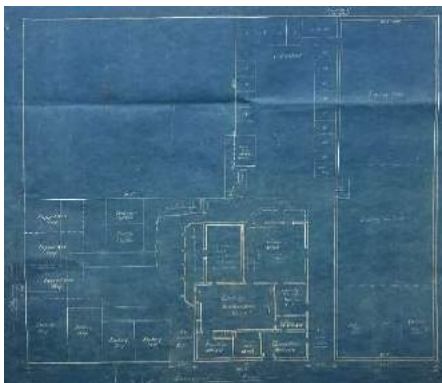


Figure 7. (L) Site plan for the corner building, proposed dairy building (centre) and stables, 1934 (SHC Ref No 11920)

Figure 8. (R) Site plan for the corner building, dairy building (centre) stables and proposed cart shed, 1936 (SHC MB5101)



Figure 9. Design for a new dairy building by architect H Stanley Harris, 1934 (SHC Ref No 11920)



Figure 10. Aerial photograph showing extent of development of the site, 1945. Woodmason's Melrose Dairy Shops are indicated by the red arrow (Landata Victoria)

### **Herbert Stanley Harris, architect**

H Stanley Harris was an architect and 'consulting engineer' who practiced in the 1920s and 30s in the Melbourne metropolitan area. Not much is known of his career. His known commissions were for industrial projects, including for multiple dairies in Hampton, St Kilda and the subject site in Malvern (*Age*, 6 Feb 1926:1; 31 Oct 1931:6; 6 Apr 1935:1; 24 Aug 1935:3).

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 4 Transforming and managing the land
  - 4.4 Farming
- 5 Building Victoria's industries and workforce
  - 5.3 Marketing and retailing
- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs

### **Description**

The Woodmason's Melrose Dairy Shops are located on the northeast corner of the major intersection of Glenferrie and Malvern roads. Various changes throughout the twentieth century have reduced the original complex to a single remnant: the corner building addressed as 1125-1131 Malvern Road and 320 Glenferrie Road.

This building comprises a large, L-shaped corner building that is mostly single-storey – a rectangular, two-storey skillion-roofed service wing is located to the rear – of rendered masonry construction. The building is built to the southern and western boundaries, and abuts the adjacent building to the north at 322 Glenferrie Road. Vehicular access is provided to the at-grade carpark at the rear (northeast) of the site via a crossover at the far eastern boundary. The roof is formed from two gables with a skillion section to the north, with ridgelines running parallel with Malvern Road and these are concealed by a tall, flat parapet that steps up to emphasise the corner. The parapet is decorated with three rendered bands capped with thin string mouldings

– the layers step back slightly and are continuous around the chamfered corner of the building, following the parapet where it steps up to form a parallel line motif. Below this, large rendered lettering proclaims the building's former use, with 'WOODMASONS' on the Glenferrie Road (west) elevation and 'MELROSE DAIRY' on the Malvern Road (south) elevation. Additional detailing is applied to the corner element, with two pairs of horizontal mouldings and a central panel of fluted render.

The building contains seven separate shops: three shops address Malvern Road, three address Glenferrie Road and one that is accessed via a corner entry at the chamfered corner of the building. The shops that face the south are shallower (approximately 5m deep) than those that face the west (approximately 7.5m deep). The corner shop has been the most heavily altered, while four of the six other shops retain recessed entries with terrazzo floor finishes. All shops have expansive glazing, most of which has been replaced, but the original fenestration pattern of large shop windows beneath a transom with highlight windows above appears to have been retained.

A canopy runs the full length of the south and west elevations and wraps around the chamfered corner. It is hung from the building's parapet with steel rods, and clad in profiled metal sheet with a wide fascia.

Key Features:

- Strong Moderne character
- Prominent corner building with two principal elevations
- Parapeted facades with pitched roof behind
- No front setbacks
- Rendered detailing to parapet including applied horizontal and vertical mouldings and raised nameplate lettering to both elevations
- Suspended verandah canopy
- Repetitive shopfront arrangement, including recessed entries, terrazzo floor finishes, large shop windows, some remnants of pressed metal ceilings and highlight windows.

### **Intactness/Integrity**

The Woodmason's Melrose Dairy Shops at 1125-1131 Malvern Road & 320 Glenferrie Road retain a high degree of integrity to their Interwar period remodelling in fabric, form and detail, with recessed entries with pressed metal ceilings, and expansive shopfront and highlight windows. The corner shop at 1125 Malvern Road and adjacent shopfront at No 1127 have been heavily modified and no longer retain their original recessed entries or shopfront window arrangements. The parapet detailing remains intact and retains its raised nameplate lettering 'Woodmason's Melrose Dairy'. While the building has undergone alterations, these do not diminish the ability to understand and appreciate the place as an example of a 1930s commercial building in the City of Stonnington.

### **Comparative Analysis**

The Woodmason's Melrose Dairy Shops at 1125-1131 Malvern Road & 320 Glenferrie Road is of note as a surviving remnant of a larger dairy complex which was established in the municipality in the mid-nineteenth century and as an intact representative example of a Moderne-style commercial building in the City of Stonnington.

#### ***Comparative analysis of dairies in Stonnington***

Neighbourhood dairies were an essential urban service in City of Stonnington in the late nineteenth and early twentieth centuries and their numbers increased with the growth of suburban development throughout the

municipality. Legislative changes and the advent of a new Milk Board in 1933 raised standards in dairies, resulting in the de-licensing of about half of Melbourne's dairies. The remaining dairies were forced to make improvements to their facilities. Many were rebuilt or remodelled in the then popular Moderne style.

Within the City of Stonnington, a small number of dairies dating to the interwar period remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay of the Stonnington Planning Scheme as either individual heritage places or as significant or contributory buildings within precincts. These include:

- Former Malvern Dairy, 37-39 Clarence Street, Malvern East (HO421), c1930
- Former Comer Dairy, 5 High Street, Prahran (HO422), 1926
- Former Moama Dairy, 35 Emo Road, Malvern East (graded significant within HO356), c1930s
- Coughlin's Dairy, 105 Wattleree Road, Armadale (graded significant within HO349), c1930s
- Waverley Dairy, Malvern East (graded contributory within HO354), c1930s

The former Malvern and Comer dairies retain both their dairies and associated residences and are of historical significance as rare surviving examples of suburban dairies that were established in the 1930s when tighter controls were placed on the processing and supply of milk. They are also significant as intact representative examples of small suburban dairies dating to the Interwar period.

In a similar manner, the Woodmason's Melrose Dairy Shops are important for their clear association with the once essential dairy service in the City of Stonnington and as the only surviving remnant of the Woodmason's Dairy complex, which operated for a substantial period from as early as the 1860s until well into the twentieth century.

#### ***Comparative analysis of Moderne-style commercial buildings in Stonnington***

The Woodmason's Melrose Dairy Shops are an intact representative example of a Moderne-style commercial building in the City of Stonnington. A number of Moderne-style commercial buildings are included in the Heritage Overlay of the Stonnington Planning Scheme within heritage precincts as either contributory or individually significant places. Examples of these include:

- Shops, 508 Malvern Road, Prahran (significant within HO124)
- Shops, 109 Wattleree Road, Armadale (significant within HO349)
- Bank, 146-8 Glenferrie Road, Malvern (contributory within HO349)
- Former Moama Dairy, 35 Emo Road, Malvern East (significant within HO356), c1930s
- Coughlin's Dairy, 105 Wattleree Road, Armadale (significant within HO349), c1930s

These properties demonstrate typical characteristics of the Moderne style, including simple geometric forms, strong horizontal compositions, parapeted facades concealing roof forms behind, cantilevered balconies, metal framed windows, and face brick or rendered brick construction.

In a similar manner, Woodmason's Melrose Dairy Shops retains a high degree of integrity to clearly demonstrate the characteristics of a Moderne style commercial building in the City of Stonnington.

### Assessment against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The Woodmason’s Melrose Dairy Shops at 1125-1131 Malvern Road & 320 Glenferrie Road are of historical significance for their clear association with the local dairying industry in Malvern and as the only surviving remnant of Woodmason’s Dairy – established by prominent Malvern identity William Woodmason – which operated on the site from as early as the 1860s until well into the twentieth century.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

Woodmason’s Melrose Dairy Shops at 1125-1131 Malvern Road & 320 Glenferrie Road are an intact representative example of a 1930s commercial building in the City of Stonnington. The building displays typical features of the Moderne style, popular in Stonnington and across Victoria more broadly in the interwar period, including a strong horizontal composition with no front setbacks, simple rendered parapet concealing the roof form behind with applied horizontal and vertical mouldings and raised nameplate lettering, and a repetitive shopfront arrangement with recessed entries, pressed metal ceilings, metal-framed shop windows and highlight windows.

### Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No



## Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 11 below.



Figure 11. Recommended Extent of Heritage Overlay

## 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 (LV), Certificates of Title, as cited
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- Malvern Rate Books.
- Malvern Valuation Field Cards.
- Malvern Historical Society, 'Woodmasons' Melrose Dairy' <<https://www.mbemalvern.com.au/mhs/woodmasons-melrose-dairy/>>, accessed May 2021.
- Melbourne and Metropolitan Board of Works Detail Plan No. 1774, 1907.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Public Records Office Victoria (PROV), Probate and Administration Files for William Woodmason, VPRS 28, P0, unit 643, item 50/792.
- Sands & McDougall Directory.
- Stonnington History Centre (SHC), reference numbers as cited.
- The Age*.
- The Argus*.
- The Herald*.
- The Leader*.
- The North Western Advocate and the Emu Bay Times*
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.
- Weekly Times*.

# Woodmason's Melrose Dairy Shops, 1125-1131 Malvern Road & 320 Glenferrie Road – Statement of Significance, June 2021

**Heritage place:** Woodmason's Melrose Dairy Shops, 1125-1131 Malvern Road & 320B-320C Glenferrie Road, Malvern

**PS ref no.:** TBC



1125-1131 Malvern Road & 320B-320C Glenferrie Road, Malvern (November 2020).

## ***What is significant?***

The shops at 1125-1131 Malvern Road & 320B-320C Glenferrie Road, Malvern, remodelled to their current form in c1935.

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

- The original external form, materials and detailing of the shop complex
- The building's integrity to its remodelled form
- Strong Moderne character
- Prominent corner building with two principal elevations
- Parapeted facades with pitched roof behind
- No front setbacks
- Rendered detailing to parapet including applied horizontal and vertical mouldings and raised nameplate lettering to both elevations
- Suspended verandah canopy
- Repetitive shopfront arrangement, including recessed entries, terrazzo floor finishes, large shop windows, some remnants of pressed metal ceilings and highlight windows.

Later alterations and additions are not significant. This includes more recent changes to some shopfronts.

***How is it significant?***

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The Woodmason's Melrose Dairy Shops are of local historical significance representative (architectural) significance to the City of Stonnington.

***Why is it significant?***

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The Woodmason's Melrose Dairy Shops are of historical significance for their clear association with the local dairying industry in Malvern and as the only surviving remnant of Woodmason's Dairy – established by prominent Malvern identity William Woodmason – which operated at the site from as early as the 1860s until well into the twentieth century (Criterion A).

Woodmason's Melrose Dairy Shops are an intact representative example of a 1930s commercial building in the City of Stonnington. The building displays typical features of the Moderne style, popular in Stonnington and across Victoria more broadly in the interwar period, including a strong horizontal composition with no front setbacks, simple rendered parapet concealing the roof form behind with applied horizontal and vertical mouldings and raised nameplate lettering, and a repetitive shopfront arrangement with recessed entries, pressed metal ceilings, metal-framed shop windows and highlight windows (Criterion D).

**Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Former Motor Garage, 1140 Malvern Road, Malvern



Figure 1. 1140 Malvern Road, Malvern (GJM Heritage, November 2020).

DATE: June 2021

## FORMER MOTOR GARAGE, 1140 MALVERN ROAD, MALVERN

<b>Place type:</b> Motor Garage (Former)	<b>Architect:</b> Not known
<b>Construction Date:</b> 1927	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The brick garage at 1140 Malvern Road, Malvern (originally addressed as 58 or 60 Malvern Road) was built in 1927 for owner Arnold W Searle, to serve as Stonnington Motors (Malvern Rate Books; SHC MB5178). Searle may have owned the property from the early 1920s – in 1921 Searle and his family resided at the neighbouring property ‘Croft’, at 56 Malvern Road (current 1138; since demolished) (*Argus*, 27 Aug 1921:13). Searle was previously employed in Motor Transport for the Imperial Army (*Table Talk*, 5 Nov 1914:9).

Architectural drawings submitted to Council in 1926 show the proposed design for the garage at the subject site (Figures 3 & 4). This design was similar to the executed design, with annotations indicating that some redesign was required to extend the building from 47ft wide to 50ft. The design included steel framed windows and a central folding door to the primary elevation that provided vehicular access off Malvern Road. The floor area (5,525ft<sup>2</sup>) was spanned by steel trusses. Annotations noted that the owner lived adjacent, to the west (SHC MB5178).

In December 1926, the subject site (Lot 12, 60 Malvern Road) comprised vacant land that was owned by Stonnington Motors Pty Ltd. By November 1927, the site comprised a brick garage (Malvern Rate Books). In March 1927 ‘Stonnington Motors Pty Ltd’ was registered as a company under directors James Stapleton,

Arnold Watson Searle and Bernard Smith (*Herald*, 18 Mar 1927:18). The earliest advertisement found for Stonnington Motors operating at the location is dated April 1927 (*Age*, 2 April 1927:29; *Argus* 9 April 1927:4). In 1930 Stonnington Motors Pty Ltd, motor engineers and garage, was listed in the Sands & McDougall Directory at 58 Malvern Road, Malvern.

An aerial photograph dated c1925-c1935 (Figure 5) shows the brick garage from the south, while an aerial dated 1945 shows the footprint of the building, set back from the front boundary, and the central entrance (Figure 6). Stonnington Motors operated from 1140 Malvern Road until 1935, after which the building was occupied by H G Liddell, who continued to use it as a garage.

Subsequent occupants of the building included Malvern Buick Taxi Service Pty Ltd in 1940 (motor hire) and Armstrong & Whittle from the mid-1940s to mid-1950s (served as a garage for the undertakers who were located at 215 Glenferrie Road) (S&M). From the late 1950s (possibly to 1992) Pinnacle Agencies, wholesale hardware merchants occupied the property and it ceased to operate as a motor garage (S&M; Malvern Valuation Field Card). In 1992, the property was sold to Deutscher Fine Art P/L (Valuation Card). In 2021, the building serves as 'Eleven40 Studio', a photography and film studio.

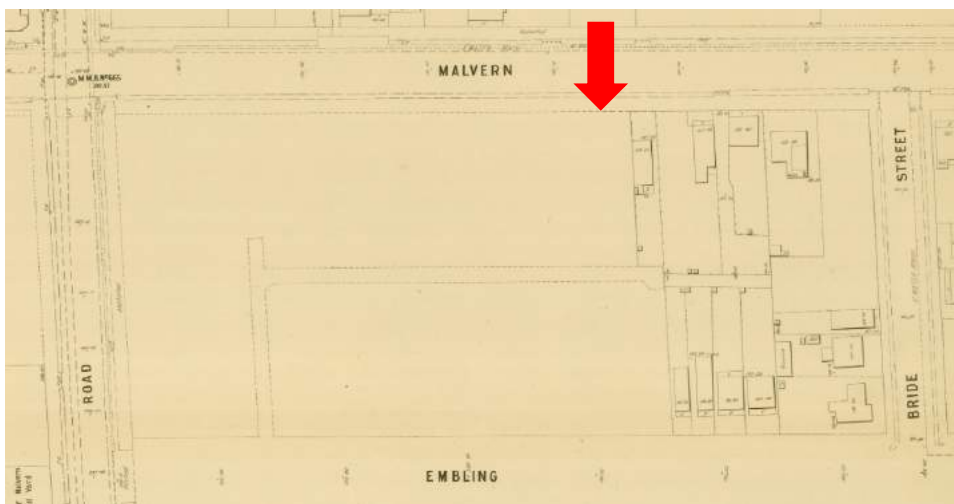


Figure 2. MMBW Detail Plan No 1759 showing the vacant land on the subject site, 1902 (SLV)



Figure 3. The proposed design for the brick garage, for owner A W Searle. The annotation in pen notes that the front elevation was to be redesigned to conform to a 50' frontage (SHC MB5178).



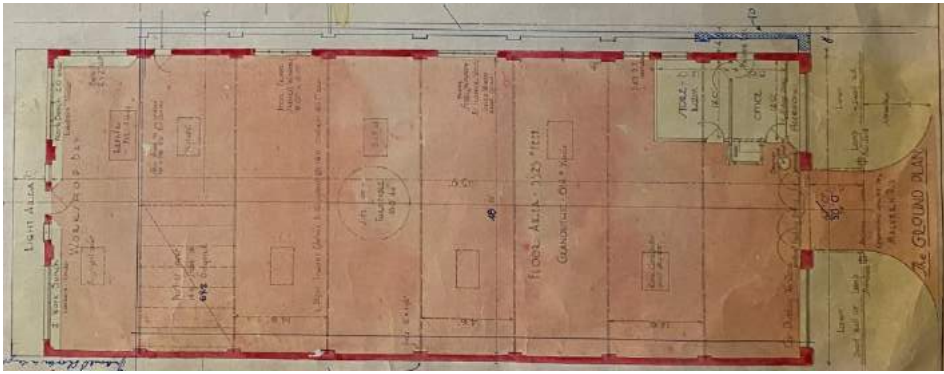


Figure 4. The ground plan of the earlier proposed design for the brick garage. North is right (SHC MB5178).



Figure 5. Looking north at the rear of the garage building (indicated by the red arrow), c1925-c1935 (SLV).



Figure 6. Detail of a 1945 aerial photograph showing the brick garage at the subject site (Landata Victoria)



## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 3 Connecting Victorians by transport and communications
  - 3.4 Linking Victorians by road in the 20<sup>th</sup> century
- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs

## Description

The former motor garage at 1140 Malvern Road is located on the south side of Malvern Road. While the property has a long-term commercial function, neighbouring properties at 1138 and 1142 Malvern Road are residential, and the areas to the north, east and south have a predominantly residential character.

A large single-storey gable-roofed building occupies the majority of the site. It is built to the eastern and western boundaries, with a shallow (approximately 2.7m) setback from the front (north) boundary. A small yard and flat-roofed outbuilding are positioned at the rear of the main building. The roof is clad in (later) corrugated metal sheeting, with a single rectangular skylight positioned at the west eave at the approximate centreline of the building.

Structurally, the garage comprises steel trusses supported on masonry walls. The walls are rendered and overpainted, with additional detailing to the principal (north) elevation in a restrained Egyptian Revival style including a raked parapet concealing the roof form, random squared imitation ashlar brought to course, and various string mouldings, pyramidal motifs and cornices. The parapet steps down every four brick courses to the eaves line. A 'winged sun' heraldic device is prominently mounted over the central entry doors on a shallow triangular pediment. The arrangement of a large shop window (with later window sets) either side of the central entry sets up a symmetrical tripartite arrangement across this elevation.

A red-tinted concrete driveway spans between the crossover to Malvern Road and the (later) front entry doors which formerly provided vehicular access to the garage. The remainder of the forecourt between the principal (north) elevation of the building and the front boundary comprises at-grade carpark.

Key Features:

- Imposing horizontal form
- Rigid symmetry across the principal (north) elevation
- Restrained ornamentation to principal elevation, including parapet, mouldings, pilasters with recessed panels and central pediment with winged heraldic device
- Broad reference to the Egyptian Revival style in the composition and detailing of the principal elevation
- Masonry form with large display windows and flanking a large central doorway
- Gable roof form.

## Intactness/Integrity

The former motor garage at 1140 Malvern Road retains a high degree of integrity to its period of construction in fabric, form and detail. While the building has undergone some minor alterations, including replacement of the original garage entry with double doors and the removal of incised lettering above the entry pediment,

these do not diminish the ability to understand and appreciate the place as an example of a motor garage built in the late-1920s.

### **Comparative Analysis**

The former motor garage at 1140 Malvern Road is of note as a fine and representative example of a motor garage in the City of Stonnington.

There are no direct comparisons currently included in the Heritage Overlay of the Stonnington Planning Scheme. Only one motor garage is currently included in the Heritage Overlay as an individual heritage place – the Former Homeden Garage, 4 Lawrenny Court, Toorak (HO476). However, this is not a relevant comparison as it was constructed as a six-car garage and chauffeur’s quarters to service a private residence, rather than being a commercial garage.

The former motor garage at 1140 Malvern Road is important as a highly intact example of a 1920s motor garage, built at a time when private car ownership was increasing in popularity. It retains a high degree of integrity to clearly demonstrate the characteristics of a suburban motor garage.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The former motor garage at 1140 Malvern Road is illustrative of the growth of private transport in the City of Stonnington in the interwar period when private car ownership was increasing rapidly in popularity. Built in 1927 as a commercial motor garage to serve the local community, it coincides with the emergence of the car as a preferred means of private transport and clearly illustrates this important phase of development in Malvern, and across Victoria more broadly.

#### ***Criterion E: Importance in displaying particular aesthetic characteristics***

The former motor garage at 1140 Malvern Road is a distinctive and carefully detailed example of a motor garage which incorporates references to the Egyptian Revival style. The design, with its strong symmetrical composition, triangular parapet concealing the roof form behind and large display windows flanking the central entry, together with the use of distinctive architectural elements, including central entry pediment with winged sun herald and flanking pilasters with recessed panels, presents a picturesque composition of this architectural style.

### **Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.



Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 7 below.



Figure 7. Recommended Extent of Heritage Overlay

### References

Commonwealth of Australia Gazette (CAG), Issue No. G27, Tuesday 17 July 1984, page 2773.

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 photographs.

Malvern Rate Books.

Malvern Valuation Field Cards.

Melbourne and Metropolitan Board of Works Base Plan No. 61, 1902.

Melbourne and Metropolitan Board of Works Detail Plan No. 1713, 1908.

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

Sands & McDougall Directory.

State Library of Victoria (SLV).

Stonnington History Centre (SHC), reference numbers as cited.

*Table Talk*.

*The Age.*

*The Argus.*

*The Herald.*

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

## Former Motor Garage, 1140 Malvern Road, Malvern – Statement of Significance, June 2021

Heritage place: Former Motor Garage, 1140 Malvern Road, Malvern	PS ref no.: TBC
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Figure 1. 1140 Malvern Road, Malvern (November 2020)

### ***What is significant?***

The Former Motor Garage at 1140 Malvern Road, Malvern, constructed in 1927.

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
- Imposing horizontal form
- Rigid symmetry across the principal (north) elevation
- Restrained ornamentation to principal elevation, including parapet, mouldings, pilasters with recessed panels and central pediment with winged heraldic device
- Broad reference to the Egyptian Revival style in the composition and detailing of the principal elevation
- Masonry form with large display windows and flanking a large central doorway
- Gable roof form.

Later alterations and additions, including the existing front entrance, are not significant.

***How is it significant?***

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The Former Motor Garage is of local historical and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The Former Motor Garage at 1140 Malvern Road is illustrative of the growth of private transport in the City of Stonnington in the interwar period when private car ownership was increasing rapidly in popularity. Built in 1927 as a commercial motor garage to serve the local community, it coincides with the emergence of the car as a preferred means of private transport and clearly illustrates this important phase of development in Malvern, and across Victoria more broadly (Criterion A).

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**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### House, 1225 Malvern Road, Malvern



Figure 1. 1225 Malvern Road, Malvern (GJM Heritage, December 2020).

DATE: June 2021

## HOUSE, 1225 MALVERN ROAD, MALVERN

<b>Place Type:</b> House	<b>Architect:</b> Not known
<b>Construction Date:</b> c1870s	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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## Place History

Located far from the centre of Melbourne, with no reliable roads or transport systems, the land beyond Kooyong Road attracted little suburban development before the 1880s, apart from a small concentration of houses and shops around the intersection of Glenferrie and Malvern roads (Context 2009:41).

Charles B C Skinner acquired the remote allotment (Crown Allotment 25) at the intersection of Malvern and Glenferrie roads in 1853 and planned an estate in the style of an English village, naming it Ledbury after a town in the English Malvern Hills. To attract land buyers, Skinner built the Malvern Hill Hotel on the corner of Glenferrie and Malvern roads in 1853 (replaced 1861). Skinner’s Malvern Hill Estate – along with this hotel – was to give the suburb of Malvern its name. The estate failed to attract wealthy buyers looking for suburban villa sites, and was initially settled by a few workers, market gardeners and brickmakers. Eventually the small allotments were consolidated into larger blocks that attracted wealthy purchasers (Context 2009:41, 114).

The house at 1225 Malvern Road formed part of Crown Portion 24 in the District of Gardiner, Parish of Prahran, which was originally granted to Robert A Balbirnie (Parish Plan). In 1852 Balbirnie sold a large portion of this property to Philip Foot, who on-sold a reduced extent (including the subject site) to Thomas Charles Robinson

in February 1860. In the 1870s Robinson sold the majority of the property to William Woodmason, who subdivided much of the land around Acre Place, but retained the subject site (General Law Notes).

The early history of the subject site is difficult to discern, as a second Thomas Robinson (who died in January 1896) was also a land holder in the immediate area.<sup>1</sup> Rate book information is therefore only reliable when names were listed by location. The municipal rate books listed names by location (not alphabetically) from 1882, when Thomas Robinson was listed as the owner and occupant of a house and land (Net Annual Value of £18) on the north side of Malvern Road. It is likely however that the house was constructed prior to this date (a Thomas Robinson is listed in earlier rate books and a Thomas Robinson is listed at Malvern Road in the *Sands & McDougall Directory* in 1875). Robinson occupied the house until 1888 (Malvern Rate Books), after which time he resided at Munro Place, Armadale until his death in 1891 (*Table Talk*, 16 Oct 1891:14).

In 1892 the subject site was sold by Susannah Robinson (executrix of Thomas C Robinson) to John Kingston, a labourer (General Law Notes). At this date the extent of the property was similar to what exists in 2021 (the property described with a 24' frontage) (Malvern Rate Books). The house was let to tenants during this period.

Upon Kingston's death in 1900, his estate was advertised for sale in the *Argus* (21 Feb 1900:2) and the house was described as a weatherboard cottage of four rooms 'on land 24.3 to Malvern Road, by 134.6 along Acre Lane'. The property subsequently sold to Arthur Parsons in 1900, who let the house to tenants (General Law Notes).

A 1907 Melbourne and Metropolitan Board of Works (MMBW) plan (Figures 2 and 3) shows the footprint of the house with a small setback from the front boundary, occupied by a verandah<sup>2</sup>. The plan also shows that Acre Place was narrower at the entrance off Malvern Road, adjacent to the house. In 1907 the *Malvern Standard* (22 Jun 1907:3) published a letter from Mr C U Robertson:

... requesting that Acre Lane, a street off Malvern road, should be made a uniform width of 20 feet, the present entrance to which was only 11 feet, and the desire was that this be widened by 9ft. so as to make the entrance 20ft.

... The matter, which was favourably received by the council, was referred to the Public Works Committee.

In July 1907 Council agreed to contribute the required amount to the widening of Acre Place at the Malvern Road entrance (*Malvern Standard*, 6 July 1907:3). It is more likely however that the laneway was narrowed at its northern end to address this inconsistency in width, as the house at 1225 Malvern Road was built right to the laneway and any widening of the laneway would have required its demolition or relocation.

From c1910, George F Keedle, carter, was listed as the owner and occupant of the house (Malvern Rate Books). Following Keedle's death in 1939, the property was granted to Alice Keedle, who left the property to Myrtle Rollinson and Eleanor Gerock, both of 1225 Malvern Road, in 1968 (LV:V5282/F366). An oblique aerial dated c1925-c1935 shows the façade and west elevation of the house in the early twentieth-century (Figure 3). A later 1945 aerial shows the extent of the house and outbuildings (Figure 4). At this date an addition is evident

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<sup>1</sup> This second Thomas Robinson (died 1896) was a market gardener, with a vineyard in the 1870s, living in Elizabeth Street in the late nineteenth century. His 1896 probate files indicate that he owned parts of Crown Portion 23A and 24 in the Parish of Prahran. Early rate book entries (when names are listed alphabetically) possibly refer to this second Thomas Robinson (RB; Cooper 1935:130-31; PROV probate).

<sup>2</sup> The house appears to have a deeper setback from the front boundary in 2021 however no boundary realignments were determined. A site inspection of the exterior of the house in 2021 did not suggest that the house has been moved or majorly altered in any way.

off the rear of the house and a small outbuilding is located to the north. Both structures appear to remain in 2021.

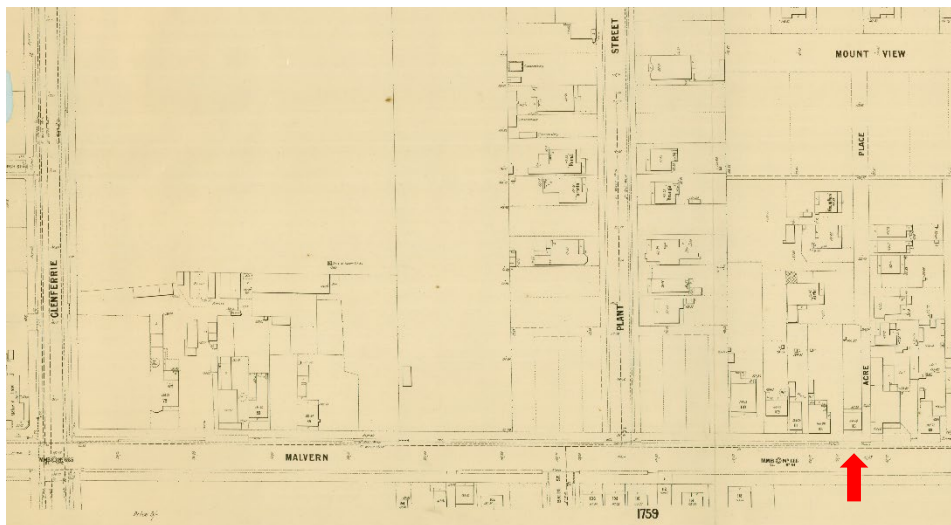


Figure 2. MMBW Detail Plan No 1774 showing the property at 1225 Malvern Road (indicated by red arrow) in relation to the Glenferrie and Malvern roads intersection, 1907 (SLV)

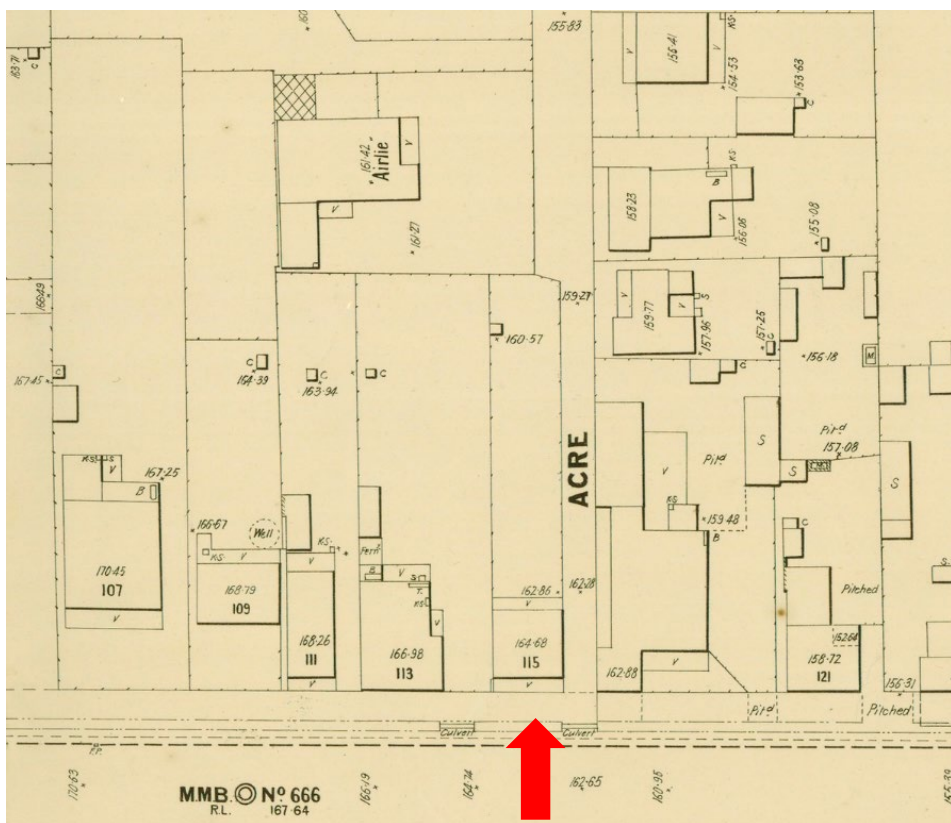


Figure 3. MMBW Detail Plan No 1774 showing the property at 1225 Malvern Road (then addressed as no 115, indicated by red arrow), 1907 (SLV)



Figure 4. An oblique aerial showing the house at 1225 Malvern Road, c1925-1935, indicated by red arrow (SLV)



Figure 5. Aerial photograph showing the house at 1225 Malvern Road, 1945 (Landata Victoria)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs
  - 6.7 Making homes for Victorians

## Description

The house at 1225 Malvern Road is located on the north side of Malvern Road, east of Glenferrie Road, with Acre Place forming the eastern boundary of the deep allotment. Set close to the front boundary behind a later picket fence, the house occupies the entire width of the narrow allotment.

The house is a modest single-storey timber building, comprising a main transverse gable-roofed section with flush eaves and hipped roof verandah supported on stop chamfered timber posts to the principal (south) elevation, and large skillion roofed section at the rear. All roofs are clad with corrugated metal sheeting and one red brick corbelled chimney is located at the west end of the front gable roof. A central door and flanking windows are timber-framed and symmetrically arranged at the front elevation, and single double hung windows are located on the east and west elevations. The window to the west wall, with fine mullions dividing the sashes into two smaller panes, fine timber framing and a ribbed timber hood, may date from the earliest period of construction.

A high paling fence extends along the Acre Place boundary from the rear of the house and a roller door has been inserted at the north end to enable car access to the property. Two sheds (later) are located at the western boundary of the rear yard.

Key Features:

- Simple gabled-roof form with front verandah and large rear skillion-roof form
- Symmetry across principal (south) elevation
- Timber wall cladding and corrugated metal roof cladding
- Simple detailing including red brick corbelled chimney and timber framing to openings
- Flush eaves to the principal (south) elevation
- Window to west wall with divided sashes, fine timber framing and ribbed timber hood, possibly dating to the earliest period of construction.

## Intactness/Integrity

The house at 1225 Malvern Road retains a high degree of integrity to the Victorian period in fabric, form and detail. While the building has undergone some minor alterations, these do not diminish the ability to understand and appreciate the place as an example of a house dating to the Victorian period.

## Comparative Analysis

The house at 1225 Malvern Road is of note as an intact example of a timber house likely dating to the c1870s in the City of Stonnington and is one of few houses remaining from the early development of Malvern.

Prior to the 1880s, land to the east of present-day Kooyong Road, in what is now the suburb of Malvern, attracted little suburban development due to its distance from the city and lack of decent roads and transport. The land was instead taken up by market gardens, pastoral and agricultural holdings and other pursuits, such as brickmaking. A small concentration of houses and shops located around the Glenferrie and Malvern Road intersection was the extent of development in the area (Context 2009:41). In the 1880s Melbourne experienced a period of unprecedented prosperity, growth and development and Malvern experienced a burst of suburban development as land developers subdivided and auctioned choice building sites on housing estates, and builders rapidly covered them with houses (Context 2009:41). While a substantial number of Victorian houses remain in Malvern to demonstrate this boom period, there are few examples of houses dating to the earlier 1870s period. Only two pre-1880s houses in Malvern are included in the Heritage Overlay of the

Stonnington Planning Scheme on an individual basis: 'Belgrave House' at 1219-1225 Dandenong Road, Malvern East (HO306) and 'Glendearg' at 196 Wattle tree Road, Malvern (HO116).

'Belgrave House' (constructed 1873) is a substantial two-storey masonry dwelling that is of significance as a 'landmark to this major intersection (Dandenong Road and Belgrave Road) that reflects the earliest development of the area. It has important historic associations with local government and the history of world cinema' (Graeme Butler and Laceworks, *Malvern City Urban Character Study*, 1989). In form and historical use, it is not a directly relevant comparator to the house at 1225 Malvern Road.

'Glendearg', constructed by 1855, is a single-storey timber house with steel-clad roof, prominent chimneys and broad return-verandah. The property was associated with the Wattle tree Hotel, which operated at the site from the 1850s to 1866. The property is considered to be of historical significance as one of the earliest surviving houses in the municipality and for its association with one of the first hotels established in Malvern, and of rarity value as one of the few houses in the municipality remaining from the 1850s. In terms of its form, early construction and historic use, 'Glendearg' is a direct comparator to the house at 1225 Malvern Road.

In addition to 'Glendearg', four other examples of pre-1880s timber cottages within the broader municipality are included in the Heritage Overlay on an individual basis. These include:

- 30 MacFarlan Street, South Yarra, 1850 (HO74)
- 5 George Street, Prahran, 1855 (HO39)
- 3 Macquarie Street, Prahran, 1875 (HO161)
- 5 Macquarie Street, Prahran, 1875 (HO162)

These properties are of significance for their early construction dates, high levels of intactness, and as rare surviving examples of small cottages from the early to mid-Victorian period in their respective suburbs. Additional significance is attributed to 30 MacFarlan Street for its associations with early industries in South Yarra and to 3 & 5 Macquarie Street as fine examples of the Carpenter Gothic architectural style.

In a similar manner, the house at 1225 Malvern Road retains a high degree of integrity to clearly demonstrate the characteristics of a Victorian cottage dating to c.1870s in the City of Stonnington. It is of note as a rare remnant of the early settlement of the area, which pre-dates the suburban development of Malvern from the 1880s onwards.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The house at 1225 Malvern Road is of historical significance for its strong associations with the early settlement of Malvern when a small number of houses and shops were constructed near the intersection of Glenferrie and Malvern roads between the 1850s and 1880s. Constructed in the c1870s, the house clearly illustrates this important and early phase of development in Malvern, and the City of Stonnington more broadly.

#### ***Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history***

The house at 1225 Malvern Road is one of a small number of houses in Malvern remaining from the pre-1880s development of the suburb, and one of few houses remaining on Malvern Road dating to the Victorian period. Likely built in the 1870s, the simple timber house displays features of mid-Victorian housing in Malvern and across Melbourne more broadly, including its weatherboard construction and simple gabled roof form with

front verandah. The house remains highly intact to provide evidence of the early development of Malvern, and the City of Stonnington more broadly.

### Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 6 below.



PROPOSED HO EXTENT

Figure 6. Recommended Extent of Heritage Overlay

### References

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

General Law Notes, Application Nos 46270 and 25556.

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

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Melbourne and Metropolitan Board of Works Detail Plan No 1774, 1907.

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

Parish Plan of Prahran.

Sands and McDougall Directories (S&M).

State Library of Victoria.

Stonnington History Centre (SHC).

*Table Talk*.

*The Argus*.

Victorian Electoral Rolls, accessed via ancestry.com.

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



## House, 1225 Malvern Road, Malvern – Statement of Significance, June 2021

Heritage place: House, 1225 Malvern Road, Malvern

PS ref no.: TBC



*1225 Malvern Road, Malvern (December 2020).*

### ***What is significant?***

The house at 1225 Malvern Road, Malvern, built c1870.

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 mid-Victorian form
- Simple gabled-roof form with front verandah and large rear skillion-roof form
- Symmetry across principal (south) elevation
- Timber wall cladding and corrugated metal roof cladding
- Simple detailing including red brick corbelled chimney and timber framing to openings
- Flush eaves to the principal (south) elevation
- Window to west wall with divided sashes, fine timber framing and ribbed timber hood, possibly dating to the earliest period of construction.

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

***How is it significant?***

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The house at 1225 Malvern Road is of local historical significance to the City of Stonnington. It has local rarity value as an early residential property in the municipality.

***Why is it significant?***

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The house at 1225 Malvern Road is of historical significance for its strong associations with the early settlement of Malvern when a small number of houses and shops were constructed near the intersection of Glenferrie and Malvern roads between the 1850s and 1880s. Constructed in the c1870s, the house clearly illustrates this important and early phase of development in Malvern, and the City of Stonnington more broadly (Criterion A).

The house at 1225 Malvern Road is one of a small number of houses in Malvern remaining from the pre-1880s development of the suburb, and one of few houses remaining on Malvern Road dating to the Victorian period. Likely built in the 1870s, the simple timber house displays features of mid-Victorian housing in Malvern and across Melbourne more broadly, including its weatherboard construction and simple gabled roof form with front verandah. The house remains highly intact to provide evidence of the early development of Malvern, and the City of Stonnington more broadly (Criterion B).

**Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Residential Flats, 1298 Malvern Road, Malvern



*Figure 1. 1298 Malvern Road, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

## RESIDENTIAL FLATS, 1298 MALVERN ROAD, MALVERN

<b>Place type:</b> Residential Flats	<b>Architect:</b> Not known
<b>Construction Date:</b> 1939	<b>Builder:</b> W H Bruce
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The residential flats at 1298 Malvern Road, located at the corner of Malvern Road and Shaftesbury Avenue, were built in 1939 by builder, W H Bruce.

A 1902 Melbourne and Metropolitan Board of Works (MMBW) plan of the area shows that the block bounded by Malvern Road to the north, Shaftesbury Street to the east, Ascot Street to the south and Bonview Road to the west was undeveloped at the turn of the century, with the exception of the Wesleyan Church fronting Bonview Road (see Figure 2). By 1935, land to the south of the block had been subdivided, with substantial brick and timber houses lining both Bonview Road and Shaftesbury Avenue. In contrast, the northern portion of the block, fronting Malvern Road, was only partly developed by this time (see Figure 3). The subject property at the corner of Malvern Road and Shaftesbury Avenue remained vacant. The 1934-45 rate books indicate that the site comprised two separate lots – Lot 11, owned by Charles Morris Duke of Camberwell Road, Camberwell and Lot 12, owned by Beatrice Brook of 21 Emily Street, Murrumbeena (Malvern Rate Books).

In c.1938-9, Lot 11 and Lot 12 were purchased by Arthur and Elsie Reed of The Avenue, Moreland for £4,600. The Reeds consolidated the two titles and builder W H Bruce erected a two-storey polychromatic brick residence, comprising four flats, each of five rooms, on the site. Early tenants included Mary Mulcahy, Herman

Weber, an industrial chemist, and Claude West, draper (Malvern Rate Books). The property was described in a 1950 auction notice as:

*A block of 4 delightful ultra modern self-containing flats. Each comprising Lounge, Diningroom [sic], Two Bedrooms, Bathroom, Kitchen, Electric Hot Water Service, Refrigeration, Garage (Age, 5 April 1950, p.11).*

The building was sold four years later in 1954 for £19,300 and again in 1980 for \$190,000 (Malvern Valuation Field Card). The block of flats was then transferred to a strata title in 1986. At this time, Unit 1 sold for \$87,000, Unit 2 for \$80,000, Unit 3 for \$74,500 and Unit 4 for \$77,500 (Malvern Valuation Field Cards). An inspection notice for Unit 4 described the individual apartment as:

*...ground floor flat with large private garden, 1 of only 4 bright, spacious older style apartment presented in sound order throughout...North facing sitting room, separate dining room, 2 bedrooms, kitchen, laundry facilities' (Malvern Valuation Field Card).*

The building continues to be used as residential flats.

### Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

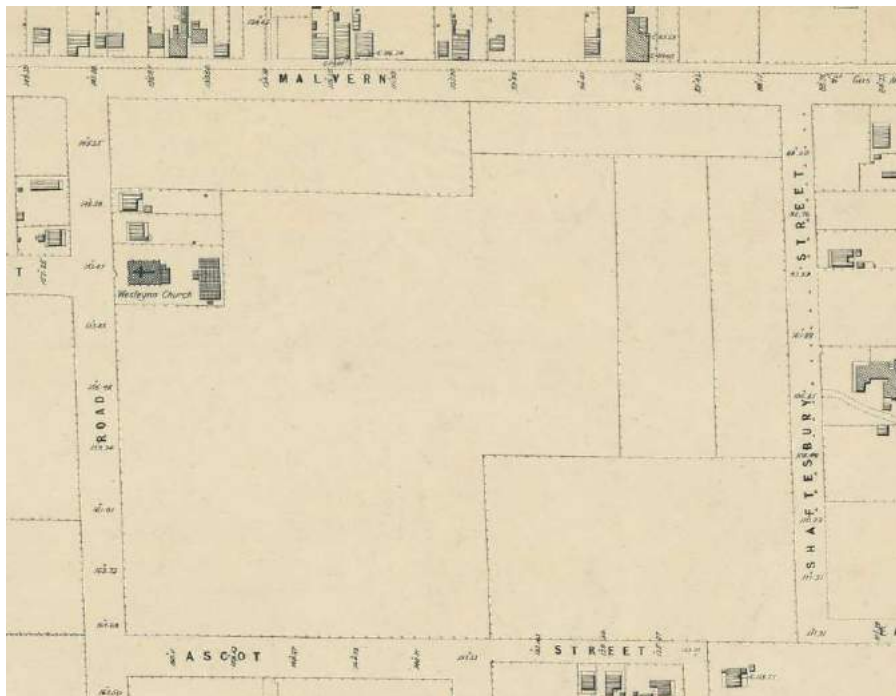


Figure 2. MMBW Base Plan No 59 of Malvern showing the largely vacant block to the south of Malvern Road, 1902 (SLV)

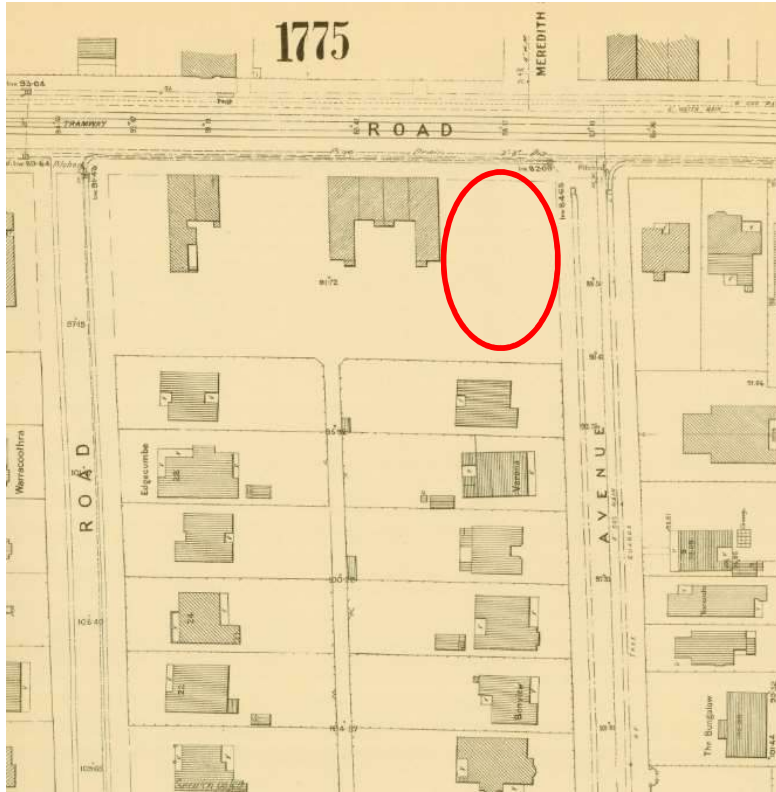


Figure 3. MMBW Detail Plan No 1758 of Malvern showing the vacant land at the corner of Malvern Road and Shaftesbury Avenue (indicated by red circle), 1935 (SLV)

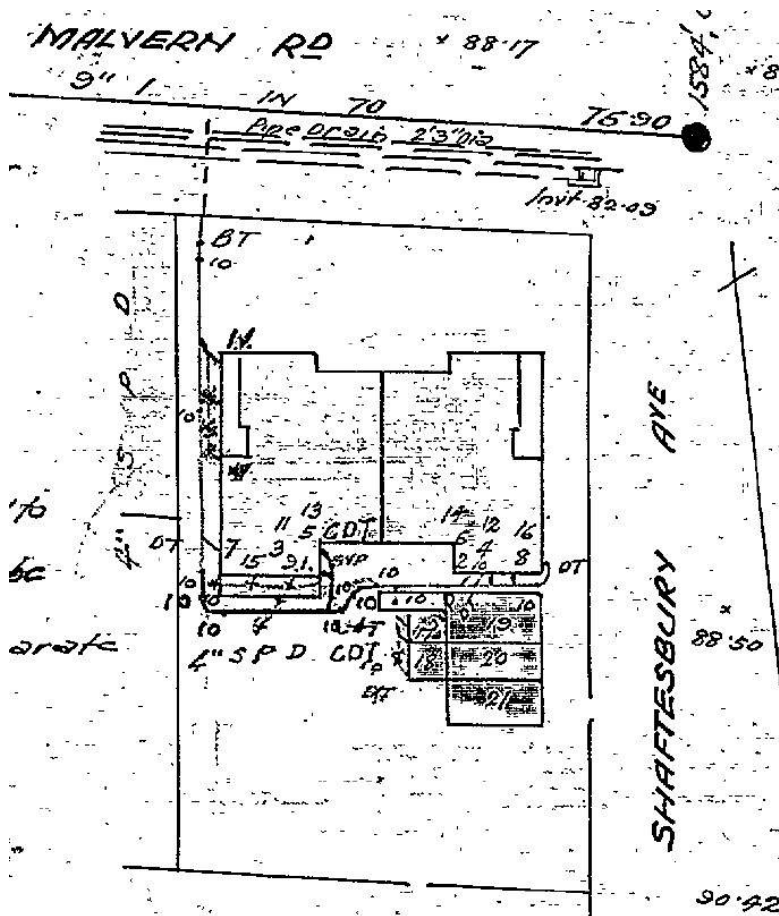


Figure 4. Property sewerage plan showing the layout of the building at 1298 Malvern Road, 1940 (Yarra Valley Water)



## Description

The flats at 1298 Malvern Road are situated on the southwest corner of the intersection of Malvern Road and Shaftesbury Avenue. The site extends to an unnamed laneway at the rear (south) boundary.

The building comprises a two-storey brick structure that is H-shaped in plan and set back from the two street boundaries behind a low, red brick garden wall with a capping detail of a course of diagonally-laid bricks (built contemporaneously with the flats). The setback provides for a garden setting for the building, with access to the four separate entries via paved paths.

The building itself features a hipped roof clad in terracotta tiles, with projecting timber-lined eaves. A single chimney, simply dressed with a cream-brick capping, penetrates the roof and appears to be shared by all four apartments. A striking feature of the principal (north) elevation, addressing Malvern Road, is a central parapeted bay, flanked by the two projecting side wings, that hosts a highly decorative pilaster that steps out from the main plane of this elevation for four brick-depths, and curves up and over the parapet. This pilaster element, and the flanking side wings, set up a highly symmetrical arrangement across the elevation. Despite these vertical elements, a horizontal emphasis is achieved through the arrangement of the windows, the window fenestration, and the string courses and banding of the polychromatic brickwork. A single recessed balcony is visible at the east (Shaftesbury Avenue) elevation. Front windows are steel-framed casement sets, side windows are timber-framed double hung and all entry doors and staircases are recessed in deep porticoes.

At the rear of the property, four separate garages are accessed from Shaftesbury Avenue. The polychromatic brickwork of the garage facade is similar to that of the main building, suggesting these are the structures shown at the rear of the flats on the Property Sewerage Plan at Figure 4. Two established Norfolk Island Pines dominate the rear garden at the southern boundary.

Key Features:

- Symmetry across principal (north) elevation
- H-shaped plan form
- Simple overall massing with low-pitched hipped roof form and projecting eaves
- Terracotta tiled roof and decorative polychromatic brickwork
- Central parapeted bay and pilaster element
- Separate entries to apartments, with recessed doors and staircases
- Original windows
- Setback to north (Malvern Road) and side (Shaftesbury Avenue) boundaries
- Original decorative low garden wall and garden setting
- Original garages to rear.





Figure 5. Garages to Shaftesbury Avenue (GJM Heritage, November 2020)

### **Intactness/Integrity**

The flats at 1298 Malvern Road remain highly intact to their original construction in 1939. The original garages to the rear of the property (accessed from Shaftesbury Avenue) remain intact. Overall, the building retains a high degree of architectural integrity.

### **Comparative Analysis**

1298 Malvern Road is of note as a fine and highly intact example of a residential flat development built in the City of Stonnington. The building is one of a substantial number of residential flats/maisonettes that were constructed in the municipality in the interwar period.

The development of residential flats and maisonettes in Melbourne gained in popularity following World War I. This was the result of a number of factors, including a shortage of skilled labour, the high cost of building materials, and the difficulties associated with maintaining large estates (Sawyer 1982:33). The requirement for efficient use of labour and materials led to an increased interest in flat/maisonette development. Shared services and land were considered an attractive prospect for investors.

Wealthy, inner-city suburbs that were infused with character and sited close to public transport and shops were popular locations for flat and maisonette development. Within the City of Stonnington, the highly affluent suburbs of Toorak and South Yarra were particularly sought after for their proximity to the city and a number of substantial flats/maisonettes were constructed in these suburbs in the 1920s and 1930s. These were often of a grand scale and designed by prominent Melbourne architects.

Flat and maisonette development was popular across the entire municipality in the interwar period, with substantial numbers of these developments also constructed in the suburbs of Prahran, Windsor, Armadale, Kooyong and Malvern. Often of a more modest scale than the 'luxury flats' constructed in Toorak and South Yarra, these developments varied in their scale, layout, planning and architectural design.

Within the City of Stonnington, a number of interwar residential flats/maisonettes remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay on an individual basis. Those that are comparable to 1298 Malvern Road include:

- Hillingdon, 383 Glenferrie Road, Malvern (1919), HO436
- Basford Flats, 203 Dandenong Road, Windsor (1919-20), HO433
- Mont Clair, 321 Dandenong Road, Prahran (1921 & 1926), HO434
- Silverton Flats, 698 Orrong Road, Toorak (1927), HO445
- Quantox Flats, 9 Church Street, Toorak (1928-29), HO431
- Koonoona Flats, 754 High Street, Armadale (1933), HO439
- Colwyn, 1263 High Street, Malvern (1937), HO440
- Granada Flats, 537 Orrong Road, Armadale (1939), HO444

These properties vary in scale and form and demonstrate a broad range of architectural styles, reflecting the diversity of this building type within the municipality. They are recognised for their high levels of intactness and fine detailing, and as well-designed examples of particular architectural styles.

In a similar manner, 1298 Malvern Road is a well-considered and carefully designed example of a residential flat development and retains a high degree of integrity to clearly demonstrate the characteristics of this building type. It is a fine and highly intact example of a residential flat built in the City of Stonnington in the interwar period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The flats at 1298 Malvern Road are illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats at 1298 Malvern Road clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The flats at 1298 Malvern Road are a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. The flats display typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontages to provide a garden setting for the building, individual garages, face brick walls with decorative detailing, and tile-clad hipped roofs. The flats at 1298 Malvern Road are notable as a well-resolved example of a residential flat development from the interwar period in Malvern.

#### ***Criterion E: Importance in displaying particular aesthetic characteristics***

The flats at 1298 Malvern Road are a well-considered and carefully detailed example of a residential flat development designed in the Moderne-style. The design – with its symmetrical composition and low-pitched tile-clad hipped roofs, together with the use of distinctive architectural elements, including contrasting cream and dark-brick horizontal banding and vertical central pilaster element, and set within a garden setting – presents a picturesque composition of this architectural style. The matching low brick fence to the two street frontages and original garages to the rear contribute to the integrity and setting of the place.

### Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – brick fence to Malvern Road and Shaftesbury Avenue; garages to Shaftesbury Avenue
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundary, as shown in Figure 6 below.



Figure 6. Recommended Extent of Heritage Overlay

### 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.

Malvern Valuation Field Cards.

Melbourne and Metropolitan Board of Works Base Plan No. 59, 1902.

Melbourne and Metropolitan Board of Works Detail Plan No. 1758, 1935.

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

Sands and McDougall Directories (S&M).

T Sawyer, *Residential flats in Melbourne: the development of a building type to the 1950s*, 1982.

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

Yarra Valley Water Property Sewerage Plan, 1940.

# Residential Flats, 1298 Malvern Road, Malvern – Statement of Significance, June 2021

**Heritage place:** Residential Flats, 1298 Malvern Road, Malvern (1-4/1298 Malvern Road)

**PS ref no.:** TBC



*Figure 1. 1298 Malvern Road, Malvern (November 2020)*

## ***What is significant?***

Residential flats at 1298 Malvern Road, Malvern, built in 1939.

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
- Symmetry across principal (north) elevation
- H-shaped plan form
- Simple overall massing with low-pitched hipped roof form and projecting eaves
- Terracotta tiled roof and decorative polychromatic brickwork
- Central parapeted bay and pilaster element
- Separate entries to apartments, with recessed doors and staircases
- Original windows

- Setback to north (Malvern Road) and side (Shaftesbury Avenue) boundaries
- Original decorative low garden wall and garden setting
- Original garages to rear.

Later alterations and additions, including the secondary tall timber fencing to Shaftesbury Avenue, are not significant.

***How is it significant?***

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The residential flats at 1298 Malvern Road are of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The residential flats at 1298 Malvern Road are illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats at 1298 Malvern Road clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly (Criterion A).

The flats at 1298 Malvern Road are a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. The flats display typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontages to provide a garden setting for the building, individual garages, face brick walls with decorative detailing, and tile-clad hipped roofs. The flats at 1298 Malvern Road are notable as a well-resolved example of a residential flat development from the interwar period in Malvern (Criterion D).

The flats at 1298 Malvern Road are a well-considered and carefully detailed example of a residential flat development designed in the Moderne-style. The design – with its symmetrical composition and low-pitched tile-clad hipped roofs, together with the use of distinctive architectural elements, including contrasting cream and dark-brick horizontal banding and vertical central pilaster element, and set within a garden setting – presents a picturesque composition of this architectural style. The matching low brick fence to the two street frontages and original garages to the rear contribute to the integrity and setting of the place (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Units, 11-13 Sorrett Avenue, Malvern



*Figure 1. 11-13 Sorrett Avenue, Malvern (GJM Heritage, May 2021).*

DATE: June 2021

## UNITS, 11-13 SORRETT AVENUE, MALVERN

<b>Place type:</b> Units	<b>Architect:</b> Bruce Morgan
<b>Construction Date:</b> 1968	<b>Builder:</b> Descon Projects
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The units at 11-13 Sorrett Avenue were built in 1968 to designs by architect, Bruce Morgan. The complex was built on land subdivided from the former Nerrena Estate to the east of Glenferrie Road. This early estate was renamed Sorrett in 1882 when Donald Wallace purchased the property. In 1886 Sorrett was acquired by George Duncan and the following year he subdivided land fronting Glenferrie Road, forming The Avenue (now Sorrett Avenue) on the site of the former carriage drive (SHC MP14157). Sorrett, and the remaining seven acres of the estate were later sold to Frederick Throssell.

Sorrett Avenue remained vacant until 1889-90 when a row of brick and timber houses were constructed on both sides of the street as part of the Malvern Grange Estate (Lewis 1992). Timber houses, both with seven rooms, were constructed at 11 and 13 Sorrett Avenue (Malvern Valuation Field Card 1902) (Figure 2). The two near identical houses can be seen in a 1920s oblique aerial and a later 1945 aerial (Figures 3 and 4).

The two properties were purchased by Descon Projects in 1968 (Malvern Valuation Field Card). In the same year, a planning permit was issued for the construction of five units with carparks on the consolidated site. The units were designed by architect, Bruce Morgan. Morgan was a director of Descon Projects, which he

established to develop and market his design for a pre-fabricated 'fold-up' house, called the 'Descon House' (*The Bulletin* 1975:25; *Age* 18 January 1975:9).

The five units at 11-13 Sorrett Avenue were designed to be entered via double carports at the front of the property, with each unit comprising a kitchen/dinette, dining room, large living room, family room or study, and three bedrooms, plus laundry and bathrooms (*Age*, 10 September 1983:35). The units were praised for their 'generous accommodation, privacy and seclusion' and the way they were 'designed to capture the sun in every room' through the clever use of courtyards and skylights (*Age*, 17 September 1983:41). The strata title units were first sold in 1969 and continue to be used as individual residences.

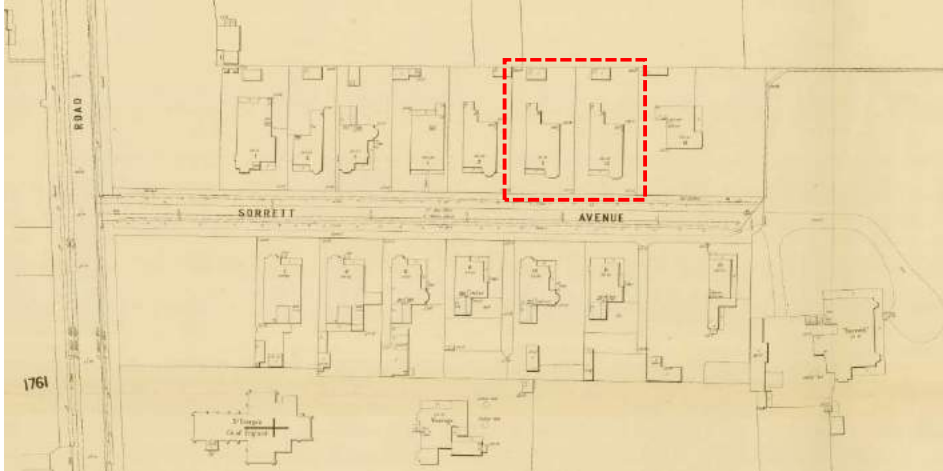


Figure 2. MMBW Detail Plan No 1760 showing the extensive landholding of 'Sorrett' prior to subdivision, 1902. The original timber houses at 11 and 13 Sorrett Avenue are indicated (SLV)



Figure 3. Sorrett Avenue, 1920. The original timber houses at 11 and 13 Sorrett Avenue are indicated (SLV)



Figure 4. Aerial showing Sorrett Avenue, Malvern, 1945. The original timber houses at 11 and 13 Sorrett Avenue are indicated (Landata)

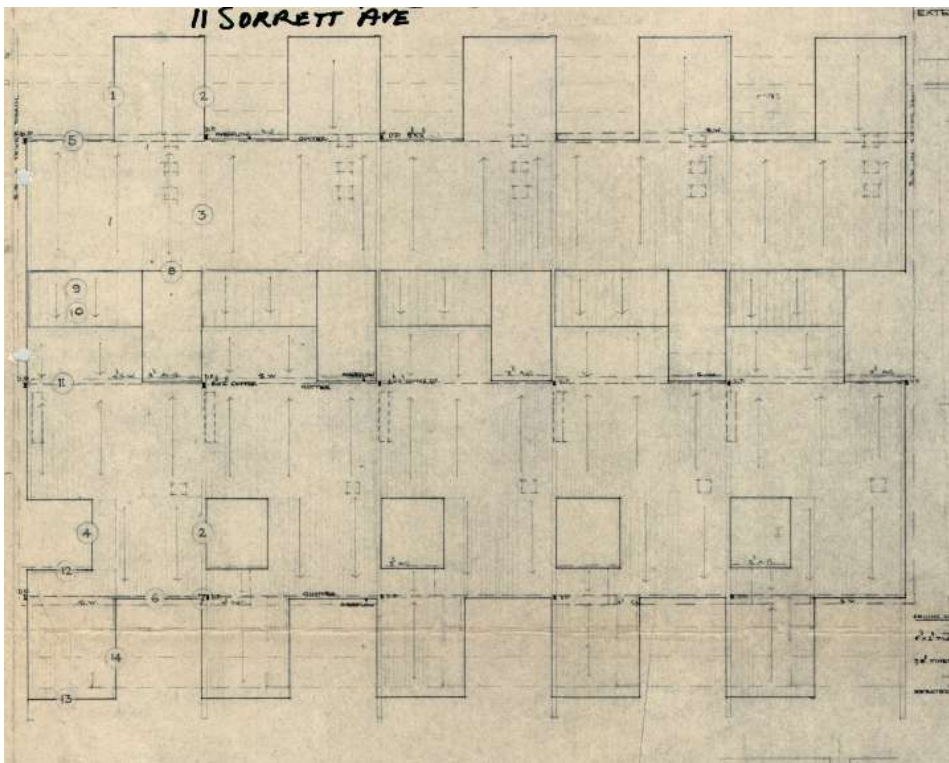


Figure 5. Roof plan of units at 11-13 Sorrett Avenue, 1968 (Council Building Files)

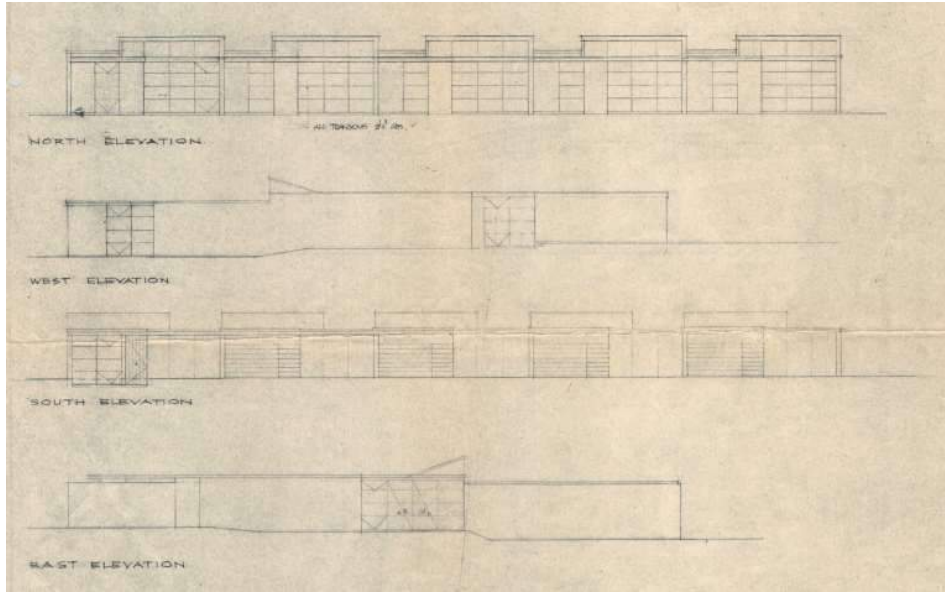


Figure 6. Elevations of units at 11-13 Sorrett Avenue, 1968 (Council Building Files)

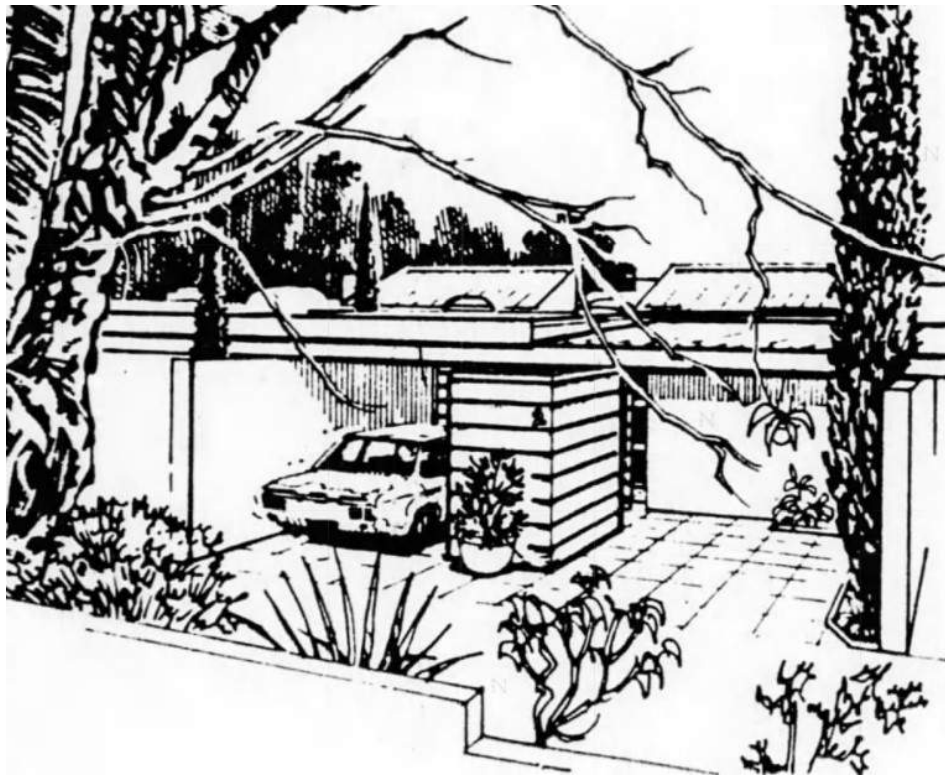


Figure 7. An artist's impression of one of the units at 11-13 Sorrett Avenue (Age, 10 September 1983:35)

### **Bruce Morgan, architect**

Bruce Morgan (1940-2010) studied dual degrees of architecture and building at the University of Melbourne and established his own private architectural practice in 1965 soon after graduating (*The Bulletin* 1975:25). Morgan's practice ranged from architectural design through to construction management, and a key aspect of his practice was his ability to guide a project through the entire building process from start to finish.

In the early 1970s, Morgan's interest in prefabricated concrete panel constructions led to his invention of the 'Descon House', a timber-framed prefabricated folding house that could be factory built, transported to a site,

and erected within a matter of weeks (Bruce Morgan Architects + Construction Managers). He established the construction management company, Descon Projects, to develop and market the folding house (*The Bulletin* 1975:25). Morgan designed a number of flats and houses across Melbourne and on the Mornington Peninsula and also undertook various projects for primary and secondary schools and the Ministry of Housing (Bruce Morgan Architects + Construction Managers; *Age*, 16 June 2010). Morgan passed away in 2010 at the age of 69.

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## Description

The units at 11-13 Sorrett Avenue, Malvern are located on the north side of Sorrett Avenue, east of Glenferrie Road. The site is a large, rectangular lot subdivided into five approximately equal rectilinear properties that extend to the northern boundary from Sorrett Street. Each property has frontage to Sorrett Avenue with an open carport which is accessible via a shared driveway. Two vehicular entries to the complex are provided at the eastern and western ends of the Sorrett Avenue boundary, which is otherwise secured by a mid-height (approximately 1.5m) (later) rendered and overpainted masonry wall. The wall and driveway arrangement creates an informal open forecourt, with (recent) concrete finish and modest plantings, beyond which the rhythm of the repetitive carports is visible. This rhythm is notably undermined by the westernmost unit (No. 1), which has been substantially altered.

Each unit, excluding alterations to No. 1, is identical in plan and together read as a single building in both elevation and aerial views. Each unit is built to the side boundaries of their allotment where they abut adjacent units. They are of (overpainted) masonry construction, are single-storey, and feature flat roofs that are notably interrupted with shallow skillion sections that allow for north-facing clerestory windows. The roofs are clad in profiled metal sheeting with shallow parapets that are exaggerated by a broad fascia that is almost flush with the exterior walls. The overflashing and fascia are picked out in a dark colour (previously a deep red, now a charcoal) to contrast with the lighter-coloured walls. Each unit has two private internal courtyards – one at the southwestern corner of the unit and another at the approximate centre of its plan. Skylights are also positioned over the kitchen and ensuite areas. Windows and doors (which are floor-to-ceiling sets, in some cases double sliding doors), address the courtyards and north-facing rear gardens, and are bronze-coloured and aluminium framed with transoms that are typically wider than the mullions, creating a horizontal emphasis. This horizontal emphasis is also evident at the fascia/parapet detail, the low single-storey profile of the building, the (mostly) flat roofs, and the timber cladding of the wing walls and cabinetry around the carports. Chimneys – one per unit – are truncated such that they are barely perceptible and do not interrupt this horizontality as viewed from Sorrett Avenue. The separation of vertical elements (side walls and storage cabinets) from the roofs at the carports creates a thin clear space through which light passes, creating a 'floating' effect, which represents another architectural device employed to subtly emphasise the horizontal planes of the building.

Original landscaping elements appear limited to the square concrete pavers that remain extant as the carport floor treatments, the brick paving to garden/courtyard pathways, and the general relationship of internal and courtyard/garden spaces

Key Features:

- Low-profile, single-storey building reading as a single building

- Repetitive matching carports, including timber cladding and ‘floating’ roof effect, square concrete tiles floor finish and storage cabinets
- Masonry walls (overpainted), with timber elements picked out in darker/contrasting paint colours profiled metal roof
- Profiled metal roof with skillion-roofed clerestory windows
- Internal courtyards and private rear gardens
- Shared vehicular access and forecourt.

### **Intactness/Integrity**

Excluding No. 1, the units at 11-13 Sorrett Avenue retain a high degree of integrity in fabric, form and detail. While units 2-5 have undergone some minor alterations, these do not diminish the ability to understand and appreciate the complex as an intact example of a post-war multi-unit development designed in a Postwar Modernist style.

### **Comparative Analysis**

The units at 11-13 Sorrett Avenue are of note as a largely intact example of a 1960s multi-unit development designed in a Postwar Modernist style.

From the 1950s, well-known architects such as Robin Boyd, Graeme Gunn and Peter McIntyre began to focus their attention and skills on the concept of affordable homes. Working closely with project builders in an effort to provide lower-cost options, these architects began designing small, deceptively simple houses that offered economical and contemporary options suited to a suburban family lifestyle.

As noted in *Designer Suburbs: Architects and Affordable Homes in Australia* (2012):

*The project home was synonymous to many with the embodiment of the ‘Australian dream’, that saw home ownership as the foundation of family life. It became a new cultural phenomenon through the link between affordable construction and architectural ideas representing aspirations about living in suburbia* (O’Callaghan & Pickett 2012:vii).

The introduction of energy efficient, environmentally friendly, architect designed project homes in Victoria in the 1960s and 1970s was pioneered by influential project housing company, Merchant Builders. The company, which was particularly invested in increasing density in Melbourne’s inner and outer suburbs without losing the connection with landscape, promoted the idea that house, interiors, landscape and site should be harmoniously integrated, a concept that was adopted by a number of practicing architects in the ensuing years (MSD 2015:61).

The units at 11-13 Sorrett have few comparators in the City of Malvern and no examples of post-war multi-unit developments are currently included in the Heritage Overlay of the Stonnington Planning Scheme on an individual basis.

11-13 Sorrett Avenue is notable for its generally high level of integrity to its period of construction and its clear association with the shift towards affordable housing and higher density living which characterised suburban development in the inner and outer suburbs of Melbourne in the late-twentieth century.

**Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

**Criterion A: Importance to the course or pattern of our cultural or natural history**

The units at 11-13 Sorrett Avenue are illustrative of post-war suburban development in the City of Stonnington and demonstrate the shift towards lower-cost, architect-designed housing which characterised suburban development across Victoria in the late-twentieth century.

**Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments**

The units at 11-13 Sorrett Avenue are an intact representative example of a Postwar Modernist multi-unit development built in the City of Stonnington. The complex displays typical features of Modernist housing, which was common across Victoria in this period, including low-profile buildings with a strong horizontal emphasis, flat roof forms, private courtyards, a neutral colour palette, and the use of typical materials such as timber and rendered concrete.

**Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundary as shown in Figure 8 below.



Figure 8. Recommended Extent of Heritage Overlay



## References

- Bruce Morgan Architects + Construction Managers, <http://brumor.com/works.php>, accessed 28 April 2021.
- City of Stonnington Council Building Files.
- 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.
- J O'Callaghan and C Pickett, *Designer Suburbs, Architects and affordable homes in Australia*, Sydney, 2012.
- Malvern Valuation Field Card.
- Melbourne and Metropolitan Board of Works Detail Plan No. 1760, 1902.
- Melbourne School of Design (MSD), *Merchant Builders: towards a new archive*, Melbourne, 2015.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Sands and McDougall Directories (S&M).
- Stonnington History Centre (SHC).
- The Age*.
- The Bulletin*, Volume 97 No. 4968, 2 August 1975.
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.



# Units, 11-13 Sorrett Avenue, Malvern – Statement of Significance, June 2021

**Heritage place:** Units, 11-13 Sorrett Avenue, Malvern  
(1-5/11-13 Sorrett Avenue)

**PS ref no.:** TBC



*Figure 1. 11-13 Sorrett Avenue, Malvern (May 2021)*

## ***What is significant?***

The units at 11-13 Sorrett Avenue, Malvern, constructed in 1968.

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

- Low-profile, single-storey building reading as a single building
- Repetitive matching carports, including timber cladding and 'floating' roof effect, square concrete tiles floor finish and storage cabinets
- Masonry walls (overpainted), with timber elements picked out in darker/contrasting paint colours profiled metal roof
- Profiled metal roof with skillion-roofed clerestory windows
- Internal courtyards and private rear gardens
- Shared vehicular access and forecourt.

Later alterations and additions, including the extensive alterations to unit Number 1, are not significant.

***How is it significant?***

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The units at 11-13 Sorrett Avenue, Malvern are of local historical and representative (architectural) significance to the City of Stonnington.

***Why is it significant?***

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The units at 11-13 Sorrett Avenue are illustrative of post-war suburban development in the City of Stonnington and demonstrate the shift towards lower-cost, architect-designed housing which characterised suburban development across Victoria in the late-twentieth century (Criterion A).

The units at 11-13 Sorrett Avenue are an intact representative example of a Postwar Modernist multi-unit development built in the City of Stonnington. The complex displays typical features of Modernist housing, which was common across Victoria in this period, including low-profile buildings with a strong horizontal emphasis, flat roof forms, private courtyards, a neutral colour palette, and the use of typical materials such as timber and rendered concrete (Criterion D).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Townhouses, 17 Sorrett Avenue, Malvern



*Figure 1. 17 Sorrett Avenue, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

## TOWNHOUSES, 17 SORRETT AVENUE, MALVERN

<b>Place type:</b> Townhouses	<b>Architect:</b> Merchant Builders
<b>Construction Date:</b> 1967	<b>Builder:</b> Merchant Builders
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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.

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## Place History

The townhouse development at 17 Sorrett Avenue was built in 1967-8 by Merchant Builders for Tract P/L. It was built on land originally subdivided from the Sorrett Estate in 1909.

The Sorrett Estate was formed from the subdivision of Sorrett, a large single-storey mansion located between Glenferrie and Spring roads to the north of High Street (Figure 2). The mansion’s extensive estate was subdivided in 1909 following the death of its owner, Mr F Throssel, creating ‘9 magnificent building sites’ with eight allotments having frontages to Chilcote Avenue and one block (the subject property) containing one acre 17 perches running from Chilcote Avenue to Sorrett Avenue (Sorrett Estate, Malvern Subdivision Advertisement, 1909 MH368; *Herald*, 3 November 1909:3) (Figure 3). The highly sought-after estate was promoted for its prime location within easy distance from both Armadale and Malvern Railway Station, and its proximity to Malvern Town Hall and the Malvern Public Gardens (Sorrett Estate, Malvern Subdivision Advertisement, 1909 MH368). It was praised for its idyllic setting, with advertisements stating that:

*The view from this estate is known throughout the district, and is regarded as being unsurpassed in the metropolis. The estate is on the brow of the hill in Sorrett Avenue, off*

*Glenferrie road, and close to the Malvern Town Hall. The elevation is such as to look over the Glen Iris Valley and across rolling downs right up to the Dandenong Ranges, whereon the farms and buildings can readily be discerned with the naked eye (Herald, 3 November 1909:3).*

By 1915, a brick house had been constructed at 17 Sorrett Avenue (S&M). In 1940, it was described as a brick villa with 11 rooms and the site comprised a brick garage, tool shed and a glass house (*Argus*, 6 July 1940:14). The ‘stately one storey residence in glorious country garden’ was advertised for sale in 1962 (*Age*, 27 January 1962:42) (Figures 4 & 5).

The property was purchased by Tract P/L (a precursor to landscape architecture and planning company, Tract Consultants, which was established in 1973) in 1967, at which time the existing house was demolished and replaced with a townhouse development designed by architect, Graeme Gunn for Merchant Builders (Malvern Valuation Field Card).

Merchant Builders was one of Australia’s most influential project house-building companies. Founded in 1965 by David Yencken and John Ridge, the pair established the company to address a perceived gap in the market for quality, medium-cost housing in Australia. Yencken and Ridge, and the firm’s consultant architect Graeme Gunn and landscape architect Ellis Stones, were deeply interested in how to increase density in Melbourne’s inner and outer suburbs without losing the connection with landscape, and promoted the idea that house, interiors, landscape and site should be harmoniously integrated by top design professionals (MSD 2015:61).

Their cluster housing projects promoted this integration of architecture, landscape setting, shared space, native planting, environmental design, construction, interior design and marketing. The townhouse development at 17 Sorrett Avenue was one of the company’s earliest cluster developments. Designed for higher density living, the project was ‘planned to provide privacy from neighbours, enclosed garden areas sometimes as large as a suburban block, a functional and pleasing design, and overall an exciting architectural grouping’ (MSD 2015:61) (see Figures 6-9). As with the majority of Merchant Builders’ early designs, the landscape was designed by noted landscape designer, Ellis Stones. The Sorrett Avenue development comprised nine townhouses of a combination of courtyard single storey, two-storey and two-storey split level designs, ranging in size from three to five bedrooms (MSD 2015:61). The development coincided with the introduction of the *Strata Titles Act 1967*, which governed building subdivision in Victoria at the time.

Marketing for the Sorrett Avenue townhouse development highlighted its various design principles, including siting, landscaping and privacy:

*‘Sorrett Drive, at the bottom of Sorrett Avenue, Malvern, leads into a beautiful site at the top of Malvern Hill overlooking the Dandenongs. The site is in a quiet secluded area, surrounded by large houses and gardens, away from traffic noise, but still close to main access roads such as Glenferrie, Toorak and Malvern Roads. Many mature trees from an old garden have been carefully preserved...The buildings have been carefully planned so that there is considerable variety of design within an overall harmony of form and material. Each house has a private garden’ (MSD 2015:72).*

Later advertising praised the siting of the townhouses to ‘capture the sun and benefit from the large landscaped garden’ (*Age*, 1 December 1973:11) and the ‘exceptionally convenient and secluded location’ (*Age*, 30 October 1978:10). The townhouses remain in use as individual residences.

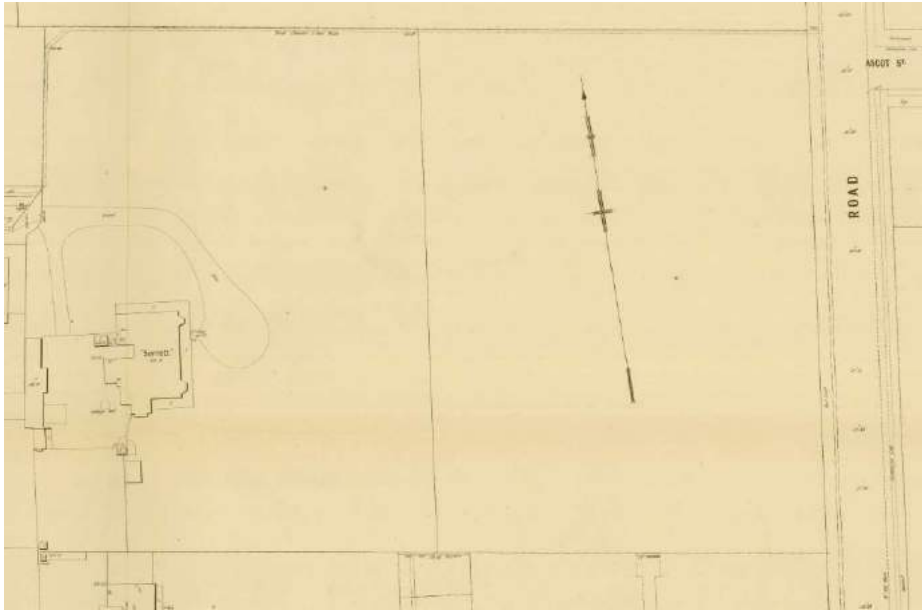


Figure 2. MMBW Detail Plan No 1760 showing the extensive landholding of 'Sorrett' prior to subdivision, 1902 (SLV)

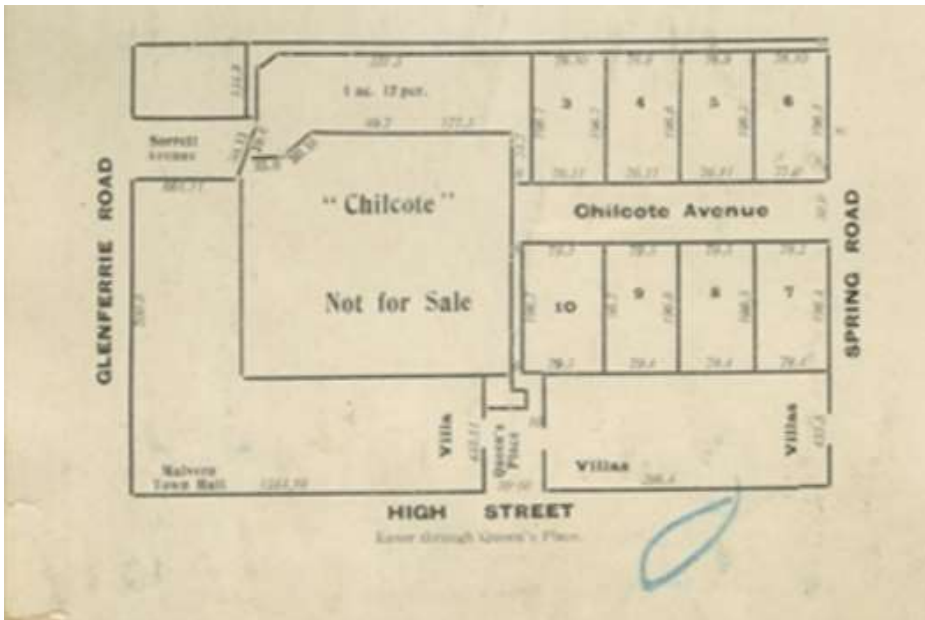
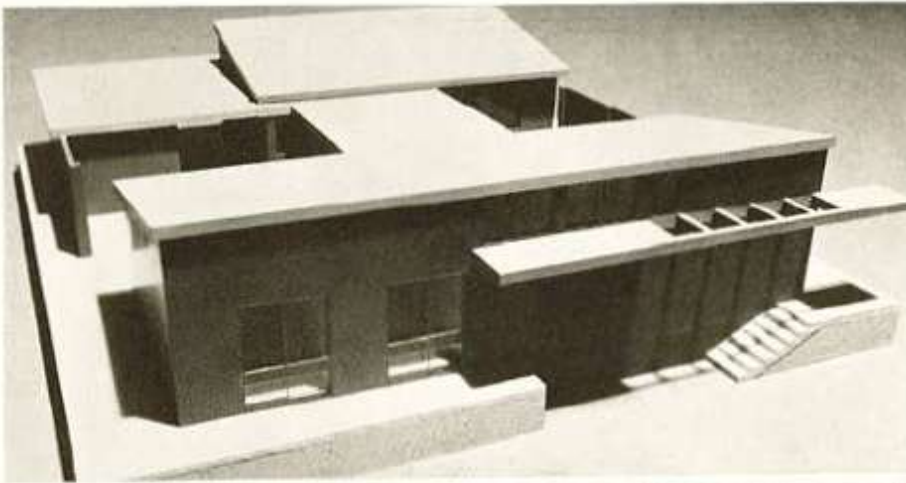


Figure 3. Sorrett Avenue subdivision notice, 1909, with the property at 17 Sorrett Avenue indicated (SHC)

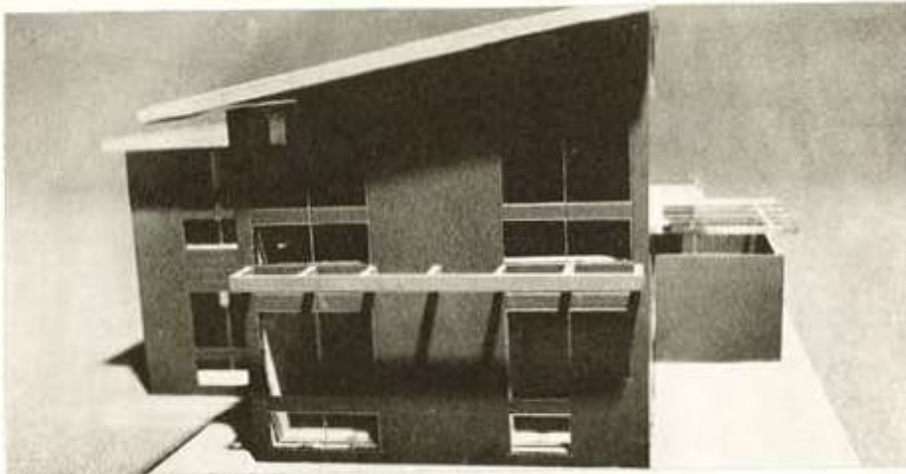


Figure 4. Detail of aerial view of Malvern looking north-east from Town Hall, c.1930. The house at 17 Sorrett Avenue is indicated (SLV).

Figure 5. Aerial showing 17 Sorrett Avenue, Malvern, 1945 (Landata)



*Figures 6 & 7. Models of townhouse development at 17 Sorrett Avenue, 1967-8 (MSD 2015:62)*

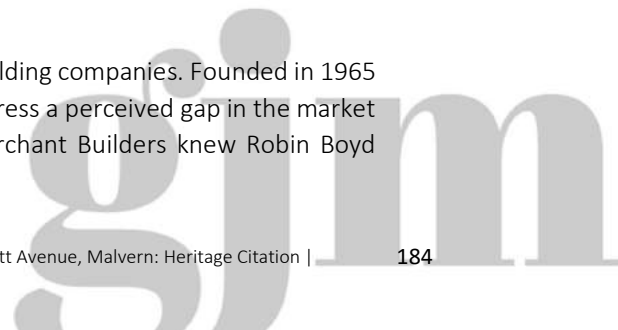


*Figure 8 & 9. Townhouse development at 17 Sorrett Avenue by Merchant Builders, 1968 (SLV)*

***Merchant Builders, project house builders***

In the 1960s a new range of Australian building companies offered a new concept in residential construction – project houses. These architect-designed houses promised better quality design than the average speculatively built house (Quilford 2016).

Merchant Builders was one of Australia’s most influential project house-building companies. Founded in 1965 by David Yencken and John Ridge, the pair established the company to address a perceived gap in the market for quality, medium-cost housing in Australia. Many of those within Merchant Builders knew Robin Boyd





through professional and social networks and were influenced by his criticisms of suburban housing as discussed in *The Australian Ugliness* (1960). Yencken and Ridge aspired to reform the design of suburban housing. Drawing on their past business experience in motels and the timber and construction industries, they took a comprehensive approach to design, integrating architecture, landscape and interiors (Gartner 2012:451; Quilford 2016). Robin Boyd wrote in the Epilogue of *Australia's Home* (1968):

*Thus for the first time a genuine architectural circumspection was brought within the financial reach of the average owner ... Among the more notable enterprises was ... a firm called Merchant Builders in Melbourne, which offered various designs of the architect Graeme C. Gunn (cited in Quilford 2016).*

The firm's designs promoted:

*... an emerging aesthetic of low-profile buildings in the landscape, the zoning of family living, indoor-outdoor links, passive energy features and a 'natural' palette of colours and tonings and native planting, introduced by landscape designer Ellis Stones (Gartner 2012:451).*

Initially, the company was closely associated with architect Graeme Gunn, who was the sole consultant architect until 1969 (Gartner 2012:451). Gunn's project house designs included the 'Terrace', the 'Studio', the 'Courtyard', the 'Cellar' and the 'Two Storey' (O'Callaghan & Pickett 2012:138). In 1969 the company also offered 'special houses', one-off designs that were sometimes based on a design from the project-housing range (O'Callaghan & Pickett 2012:139).

Later architects that worked with the company were Peter Carmichael, Daryl Jackson, Charles Duncan, David McGlashan, Terry Dorrough, Barry Gray, Leo de Jong and Peter Sandow. The company was also associated with landscape and interior designers such as Nexus and Tract (Gartner 2012:451). A key innovation of the firm was the cluster housing subdivisions of 'Elliston' in Rosanna (1969), 'Winter Park' in Doncaster (1970-75) and 'Vermont Park' in Vermont (1976) (Gartner 2012:451).

Merchant Builders' houses were marketed across south-eastern Australia. The company set new benchmarks for residential architecture in the country, encouraging inclusion of landscape, indigenous planting, site planning and interiors as a total package, which resulted in various architectural, environmental and design awards (Quilford 2016; Gartner 2012:451).

Yencken left Merchant Builders in 1982 and after 1987 Merchant Builders was sold to a series of companies before AV Jennings acquired the company's intellectual property in 1991 (Gartner 2012:451; O'Callaghan & Pickett 2012:144).

### **Graeme Gunn, architect**

Graeme Gunn (1933-) studied architecture at the Royal Melbourne Institute of Technology (1956-1960) and began his career in the office of Grounds, Romberg and Boyd (1960-1962). He established his own practice in 1963, becoming a leading design architect in Australia and a highly influential figure in housing, commercial architecture and planning in Victoria (Trimble 2012:303-4).

In 1965, Gunn became consultant architect to Merchant Builders, working closely with founders David Yencken and John Ridge to develop a range of affordable well-designed houses that responded to site and landscape. Gunn's medium density designs for townhouses and project housing integrated built form with landscape, a strategy developed through close collaboration with landscape designer, Ellis Stones (MSD 2015:21)

While working for Merchant Builders, Gunn, along with Yencken, was influential in establishing the *Cluster Title Act 1974* and *Model Cluster Code 1975*. Gunn left Merchant Builders in the early 1970s, becoming Head of the School of Architecture and Building at RMIT from 1972 to 1982 and also undertook a range of commercial work, including the Plumbers and Gasfitters Employees Union office, Carlton (1968-69), Royal South Yarra

Lawn Tennis Club (1969), Torquay Surf Lifesaving Clubhouse (1970) and the Prahran Market refurbishment (1977-82).

### Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

### Description

The townhouse development at 17 Sorrett Avenue is located to the northeast of the major intersection of High Street and Glenferrie Road. Various major institutional structures are located to the southeast of the site, which is otherwise surrounded by established residential properties. Nine townhouses are irregularly arranged to the north of a private asphalted laneway that extends from the eastern extent of Sorrett Avenue, and is secured by (later) metal gates with masonry pillars. The private laneway turns south at the eastern boundary to connect with adjacent Chilcote Avenue.

The subdivision pattern is unusual but carefully contrived so that each townhouse reads as a distinct building. Two types of building forms are evident within the development: one being T-shaped in plan with a carport at the bottom (south) of the 'T'; and the other being L-shaped in plan. The three T-shaped townhouses (numbers 2, 5, and 8) are arranged along the private laneway with minimal setback, but are separated by numbers 3 and 6 which are of the alternative (larger) L-shaped plan. Numbers 1, 4 and 7 are of the L-shaped type, but occupy battleaxe sites and are arranged along the northern boundary. Number 9, at the eastern boundary, is the largest of the group and occupies the full width (north to south) of the site.

While differing in scale and siting (for example, some are 3-bedroom and others 4- or 5-bedrooms), the individual townhouses retain the 'overall harmony of form and material' as intended by the architects and are characteristic of the Merchant Builders' aesthetic. They are of pale brown brick construction with contrasting dark-brown painted timber to the fascia, eaves lining, and window and door frames. Flat or skillion roof forms, with profiled metal cladding, feature shallow eaves. Several townhouses are equipped with open fires and in these buildings the chimneys are either simply detailed with a metal cowl and rectangular chimney breasts proud of the wall, or are made of copper and subtly penetrate the roof. Timber beams are typically expressed, such as at the carports, and are painted dark brown (noting some appear to have been overpainted white) and are often paired. Windows are arranged in-plane with one another where they are positioned on ground and first floors, with timber panelling to the spandrels between. The windows themselves are either fixed or awning style, and typically have exaggerated transoms. Doors are similarly detailed and are often integrated into the windowset. Some special windows are also employed, for example as a clerestory or a vertical strip window. Unless recessed within a carport, the townhouse entries are sheltered with a simple cantilevered timber-framed canopy.

The internal space of each townhouse connects at least visually with a private outdoor space; in some cases a courtyard, and others a more expansive yard. Glazing and floor levels are placed and set to enhance this connection. Established trees are located around the boundaries of the site and include *Cupressus* sp. at the southeast corner, two *Eucalyptus* sp. in the northeast and southwest corners respectively, and a large weeping ornamental in the backyard of Number 6. Landscape elements that appear to be contemporaneous with the townhouses include brick-paved paths, terracing, steps and retaining walls, areas of square concrete paving with edges stepping back, and informal garden beds (particularly along the private laneway and at the townhouse entries) featuring lava rock arrangements.



#### Key Features:

- 9x detached townhouses sharing communal private laneway
- A distinct identity for each individual townhouse based on a T- or L-shaped plan type
- ‘Overall harmony of form and material’, including:
  - pale brown brick and dark-brown painted timber elements
  - building forms to be appreciated in three-dimensions, including skillion- or flat-roofed volumes
  - door and glazing arrangements and detailing
- Visual and physical connections between each townhouse and its setting, with particular focus on these connections to private open space (courtyards, backyards and entries)
- Open carports
- Landscaped setting, including mature trees, private laneway and contemporaneous hard landscaping treatments.

#### **Intactness/Integrity**

The townhouses at 17 Sorrett Avenue retain a high degree of integrity in fabric, form and detail. The townhouses remain highly intact and retain the ability to be understood and appreciated as an example of a 1960s project home townhouse development.

#### **Comparative Analysis**

The townhouses at 17 Sorrett Avenue are of note as a highly intact example of a 1960s townhouse development. Designed by influential building company, Merchant Builders, it is one of a number of townhouse developments that were designed and constructed across Victoria in the post-war period.

From the 1950s, well-known architects such as Robin Boyd, Graeme Gunn and Peter McIntyre began to focus their attention and skills on the concept of affordable homes. Working closely with project builders in an effort to provide lower-cost options, these architects began designing small, deceptively simple houses that offered economical and contemporary options suited to a suburban family lifestyle.

As noted in *Designer Suburbs: Architects and Affordable Homes in Australia* (2012):

*The project home was synonymous to many with the embodiment of the ‘Australian dream’, that saw home ownership as the foundation of family life. It became a new cultural phenomenon through the link between affordable construction and architectural ideas representing aspirations about living in suburbia* (O’Callaghan & Pickett 2012:vii).

Merchant Builders pioneered the introduction of energy efficient, environmentally friendly, architect designed project homes in Victoria in the 1960s and 1970s. The company’s designs were based on a number of strong design principles which included:

- An integrated relationship between house and site;
- Energy conservation through the application of passive design principles and solar-energy technology;
- Interconnectivity between indoor and outdoor spaces; and
- Simplicity in design (O’Callaghan & Pickett 2012:vii).

The company was particularly invested in increasing density in Melbourne’s inner and outer suburbs without losing the connection with landscape, and promoted the idea that house, interiors, landscape and site should be harmoniously integrated (MSD 2015:61). Their cluster housing projects, which allowed for the free siting of houses and gardens without the rigid requirements of conventional subdivision, promoted this integration of architecture, landscape setting, shared space, native planting, environmental design, construction, interior design and marketing. Merchant Builders’ contribution to cluster developments included grouped housing developments at Yuille Street, Brighton (1967); the subject property at 17 Sorrett Avenue, Malvern (1967), Molesworth Street, Kew (1968); and on a larger scale, Winter Park, Doncaster (1969) (*Towards a New Archive*:9).

While no examples of post-war townhouse developments are included in the Heritage Overlay of the Stonnington Planning Scheme, 17 Sorrett Avenue is one of three townhouse developments designed by Graeme Gunn for Merchant Builders in the postwar period within the City. The other two are:

- 93 Grange Road, Toorak (1968), comprising four townhouses; and
- Kensington Close, 21 Kensington Road, South Yarra (1968-9), comprising eight townhouses.

Characterised by a careful consideration of siting, orientation and the use of natural materials such as exposed brick and stained timber, the townhouses at 17 Sorrett Avenue are the earliest example of the townhouse typology designed by Merchant Builders within the City of Stonnington. Designed by architect, Graeme Gunn, for the influential project housing company, Merchant Builders, with landscape by Ellis Stones, the townhouses at 17 Sorrett Avenue are important as a highly intact example of a 1960s townhouse development.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The townhouses at 17 Sorrett Avenue have a clear association with the project homes industry in Victoria in the post-war period. Designed by influential project home building company, Merchant Builders, in 1967, 17 Sorrett Avenue is an early example of townhouse developments which became widespread across Victoria in the late 1960s and 1970s following changes to the *Strata Titles Act 1967*. The townhouses demonstrate the shift towards more affordable housing and higher density living, which characterised suburban development throughout Melbourne in the late-twentieth century.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The townhouses at 17 Sorrett Avenue are fine and highly intact representative examples of Modernist suburban housing built in the City of Stonnington in the postwar period. They display typical characteristics of Modernist housing from this period including simple, geometric compositions with low-pitched or flat roof forms, broad eaves, areas of expansive glazing, a neutral colour palette, and the use of “natural” materials such as brick and timber.

#### ***Criterion E: Importance in displaying particular aesthetic characteristics***

The townhouses at 17 Sorrett Avenue are a well-resolved and carefully-designed example of an architect-designed townhouse development of the 1960s and 1970s. Designed by architect Graeme Gunn for Merchant Builders, the townhouses – comprising a series of low-profile buildings built to simple standardised designs and sited to take advantage of natural light – are set within an integrated landscaped setting and present a picturesque composition of this housing typology.

## Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

## Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 10 below.



Figure 10. Recommended Extent of Heritage Overlay

## References

A Gartner, 'Merchant Builders' in Philip Goad & Julie Willis's (Eds.), *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.

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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J Trimble, 'Graeme Gunn' in Philip Goad & Julie Willis's (Eds.), *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.

Malvern Valuation Field Card.

Melbourne and Metropolitan Board of Works Detail Plan No. 1760, 1902.

Melbourne School of Design (MSD), *Merchant Builders: towards a new archive*, Melbourne, 2015.

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

R Quilford, 'Merchant Builders: Celebrating a Fifty-Year Legacy', in University of Melbourne's Pursuit, 2016 <<https://pursuit.unimelb.edu.au/articles/merchant-builders-celebrating-a-fifty-year-legacy>>, accessed May 2020.

Sands and McDougall Directories (S&M).

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*The Age*.

*The Argus*.

*The Herald*.

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

# Townhouses, 17 Sorrett Avenue, Malvern – Statement of Significance, June 2021

<b>Heritage place:</b> Townhouses, 17 Sorrett Avenue, Malvern (1-9/17 Sorrett Avenue)	<b>PS ref no.:</b> TBC
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Figure 1. 17 Sorrett Avenue, Malvern (November 2020)

## ***What is significant?***

The townhouses at 17 Sorrett Avenue, Malvern, constructed in 1967.

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

- The original external form, materials and detailing of the townhouses
- The high level of integrity to their original design
- 9x detached townhouses sharing communal private laneway
- A distinct identity for each individual townhouse based on a T- or L-shaped plan type
- ‘Overall harmony of form and material’, including:
  - pale brown brick and dark-brown painted timber elements
  - building forms that are to be appreciated in three-dimensions, including skillion- or flat-roofed volumes
  - door and glazing arrangements and detailing

- Visual and physical connections between each townhouse and its setting, with particular focus on these connections to private open space (courtyards, backyards and entries)
- Open carports
- Landscaped setting, including mature trees, private laneway and contemporaneous hard landscaping treatments.

Later alterations and additions, including the metal gates and masonry pillars, are not significant.

***How is it significant?***

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The townhouses at 17 Sorrett Avenue, Malvern are of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The townhouses at 17 Sorrett Avenue have a clear association with the project homes industry in Victoria in the post-war period. Designed by influential project home building company, Merchant Builders, in 1967, 17 Sorrett Avenue is an early example of townhouse developments which became widespread across Victoria in the late 1960s and 1970s following changes to the *Strata Title Act 1967*. The townhouses demonstrate the shift towards more affordable housing and higher density living, which characterised suburban development throughout Melbourne in the late-twentieth century (Criterion A).

The townhouses at 17 Sorrett Avenue are fine and highly intact representative examples of Modernist suburban housing built in the City of Stonnington in the postwar period. They display typical characteristics of Modernist housing from this period including simple, geometric compositions with low-pitched or flat roof forms, broad eaves, areas of expansive glazing, a neutral colour palette, and the use of “natural” materials such as brick and timber (Criterion D).

The townhouses at 17 Sorrett Avenue are a well-resolved and carefully-designed example of an architect-designed townhouse development of the 1960s and 1970s. Designed by architect Graeme Gunn for Merchant Builders, the townhouses – comprising a series of low-profile buildings built to simple standardised designs and sited to take advantage of natural light – are set within an integrated landscaped setting and present a picturesque composition of this housing typology (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)



## HERITAGE CITATION

### Maisonettes, 79 Stanhope Street, Malvern



*Figure 1. 79 Stanhope Street, Malvern (eastern elevation) (GJM Heritage, December 2020).*

DATE: June 2021

## MAISONETTES, 79 STANHOPE STREET, MALVERN

<b>Place type:</b> Residential Flats/Maisonettes	<b>Architect:</b> I G Anderson
<b>Construction Date:</b> 1936	<b>Builder:</b> Not known
<b>Recommendation:</b> Remove from HO375 and include in a site-specific Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

The maisonettes at 79 Stanhope Street were built in 1936 to designs by architect, I G Anderson. The land on which the maisonettes are located originally formed part of the Stanhope Estate, which comprised a portion of the block bounded by High Street to the north, Glenferrie Road to the west, Wattletree Road to the south and Tooronga Road to the east. The Stanhope Estate was subdivided in 1885 and advertised for sale as being ‘close to three railway stations, magnificent situations, splendid views, about six hundred sites to choose from and unequalled terms’ (*Lorgnette*, 12 February 1885:2). The subject property formed Lot 8 of Section C (Stanhope Estate Subdivision Plan, see Figure 2) and by 1890, a large brick villa, called ‘Braeside’, had been constructed on the site. The original occupant was Thomas S Robertson (S&M; MMBW Detail Plan No.1744, see Figure 3).

‘Braeside’ was owned by tile manufacturer, Robert Gerrand from c.1920 who resided at the property until it was sold to Edwin and Annie Lynch of Manning Road, East Malvern in 1935 (S&M; *Argus*, 11 August 1925:13). At the time of the sale, the villa was described as a brick house with 10 rooms (Malvern Rate Books).

The following year, four maisonettes, each with five rooms, had been constructed on the site, replacing the earlier residence. The new building, designed by prominent architect, I G Anderson, featured in the *Age* in December 1936 (Figure 4). Described as ‘a striking example of this new type of home architecture’ and ‘the first of its type to be approved by the Malvern City Council’, the article noted that:

*The block strikes a new and pleasing note in the locality. Although there are four separate units contained, the appearance is as one. No exterior stair cases are to be seen, and the garden plots give a strong suggestion of a modern home, possessing more than the usual number of entrances. To provide this attractive outlook the depth of the land along Fraser-street has been converted into frontage, so that the lines are broad rather than squat. Each maisonette has its own front door, no matter which way the block is viewed ((Age, 1 December 1936:18).*

The accompanying architect’s drawing shows the building’s Moderne architectural character as it presents to Fraser Street.

Early tenants of the four maisonettes included Ella Kathleen Scott and Marjorie Helen Strong, Francis Gilfedder, Victor Spener Bailey, and Mary Adams (Malvern Rate Books). The property remained in the Lynch family until 1964, when the ‘two storey block with 4 flats’ was sold (Malvern Valuation Field Cards). The building was again sold in 1973 and 1974, until it was transferred to a strata title in 1976, after which the flats were sold as separate dwellings (Malvern Valuation Field Cards).

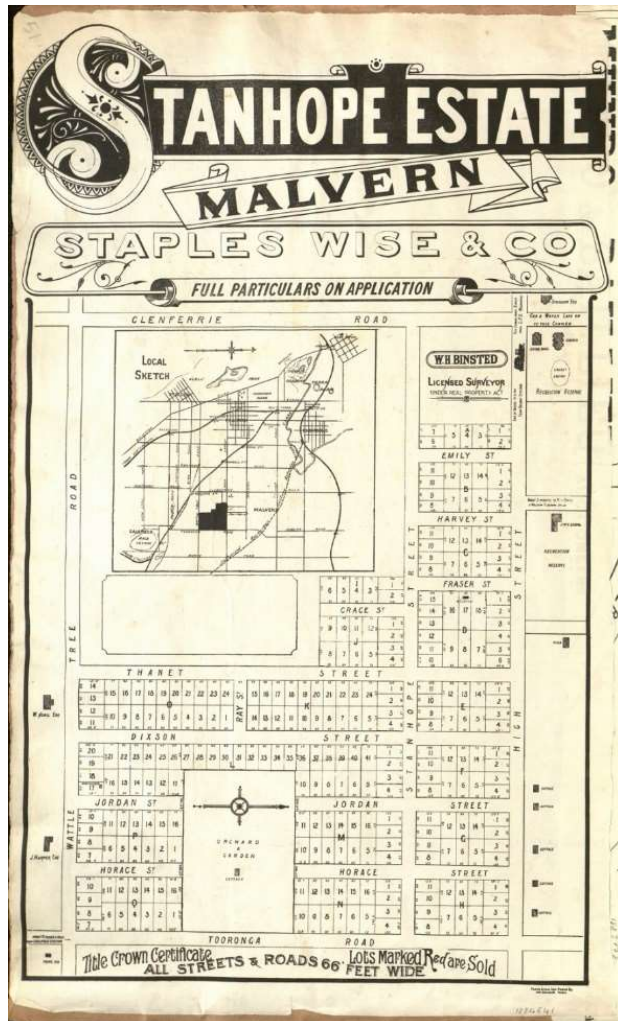


Figure 2. Stanhope Estate subdivision, 1885 (SLV)



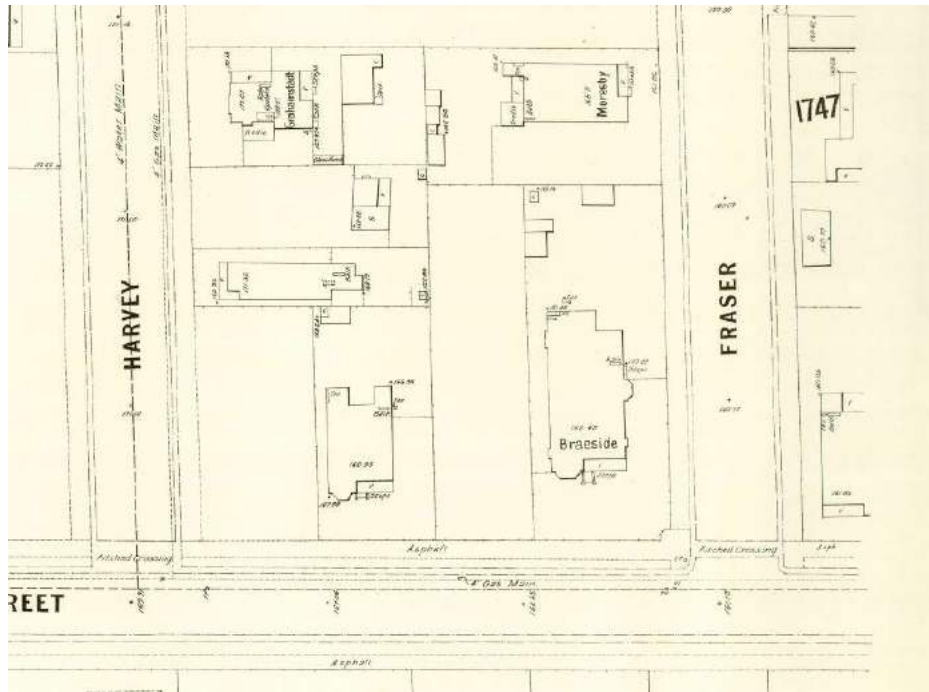


Figure 3. Melbourne Metropolitan Board of Works (MMBW) Detail Plan No 1744 of Malvern showing the villa, Braeside, at the corner of Stanhope and Fraser streets, 1902 (SLV)

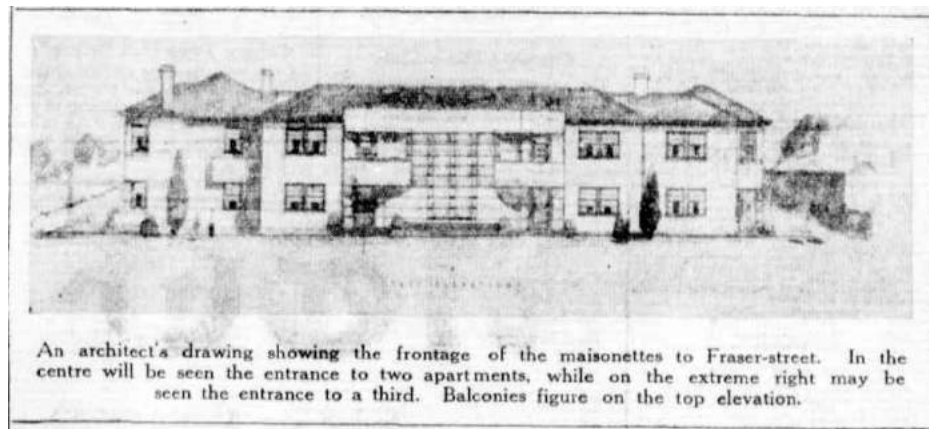


Figure 4. Architect's drawing of the residential flats at 79 Stanhope Street, 1936 (Age, 1 December 1936:18)

### **I G Anderson, architect**

The following biography includes information contained in the *City of Greater Geelong Newtown Heritage Study Review Report Volume 3, 2009* and the *Encyclopedia of Australian Architecture, 2012*.

Illiffe Gordon (I G) Anderson was born in South Yarra, Melbourne in 1890. In 1910 he moved to Geelong and studied architecture at the Gordon Institute of Technology, before later attending the University of Melbourne Architectural Atelier. Anderson was first recorded as a practicing architect in 1916, when he called for tenders for the remodelling of the Grammar School Mansions at the Old Geelong Grammar School. The earliest-recorded house designed by Anderson was located in Gurr Street, East Geelong in 1917 and by 1918 his practice was located at 132 Malop Street, Geelong. In the ensuing years, Anderson completed a range of notable projects in Geelong including the Geelong West Town Hall (1923-24), the 'O'Connell Block' of commercial buildings in Little Malop Street (1923-25) and the CML Insurance building in Malop Street (1925-27). His commercial buildings largely adopted a stripped Classical Renaissance style.

In the 1930s, Anderson expanded his practice to Melbourne. In 1930 he designed the Brunswick Market building in a Spanish Mission style and went on to design a large number of residential flats, largely in the

Streamlined Moderne style, in the inner suburbs. Notable commissions included the Ostend flats in Seacombe Grove, Brighton (1934), the Art Deco 'Park Gate' flats in Albert Road, South Melbourne (1935) and 'Garden Court' in Elwood (1937). He was highly regarded by his clients as he worked quickly and within budget.

During World War II, Anderson served as Chief Architect to the United States Army in Victoria. After the war, he moved to Hobart where he practiced with his son, Leslie Gordon Anderson. He died in Hobart in 1963.

### Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

### Description

The maisonettes at 79 Stanhope Street are situated on the north-west corner of the intersection of Stanhope and Fraser streets. The principal elevation addresses Fraser Street.

The two-storey building of rendered (overpainted) masonry construction comprises four maisonettes that are intended to read as a single large dwelling. The boundaries to Stanhope and Fraser Streets are treated with a low brick wall and garden bed with a taller brick privacy wall of more recent construction beyond. Behind the privacy wall the building is set back to provide private outdoor space to the maisonettes. Each maisonette is accessed via a separate private entry. Vehicular access via brick-paved lanes is provided at the eastern and northern boundaries.

The building's principal elevation to Fraser Street presents as a symmetrical tripartite form, with a hipped terracotta tiled roof. Designed in the Moderne style, it has a horizontal emphasis expressed through the inverted string course of bricks that create banding on the walls, and horizontal elements incorporated into the timber-framed double-hung windows. Curvilinear elements, also typical of the Moderne style, are featured on the central projecting bay, and at the cantilevered balcony balustrades and canopies. The central projecting bay also features a flat roof concealed by a parapet. Three unadorned chimneys penetrate the roof.

Key Features:

- Symmetrical principal (Fraser Street) elevation
- Restrained detailing providing horizontal emphasis
- Central bay featuring flat roof with parapet and curvilinear details to corners
- Cantilevered balconies and canopies with curved corners
- Low-pitched tiled hipped roof
- Rendered masonry walls
- Simple rendered brick chimneys with slim cappings
- Timber-framed double-hung windows
- Garden setting with private entry arrangements.

### Intactness/Integrity

The building at 79 Stanhope Street remains highly intact to its original construction in 1936. Overall, the building retains a high degree of architectural integrity.



## Comparative Analysis

1/4/79 Stanhope Street is of note as a fine and highly intact example of an interwar residential development built in the City of Stonnington. It is one of a substantial number of residential maisonettes/flats that were constructed in the municipality in the interwar period.

The development of residential flats and maisonettes in Melbourne gained in popularity following World War I. This was the result of a number of factors, including a shortage of skilled labour, the high cost of building materials, and the difficulties associated with maintaining large estates (Sawyer 1982:33). The requirement for efficient use of labour and materials led to an increased interest in flat/maisonette development. Shared services and land were considered an attractive prospect for investors.

Wealthy, inner-city suburbs that were infused with character and sited close to public transport and shops were popular locations for flat and maisonette development. Within the City of Stonnington, the highly affluent suburbs of Toorak and South Yarra were particularly sought after for their proximity to the city and a number of substantial flat/maisonette developments were constructed in these suburbs in the 1920s and 1930s. These were often of a grand scale and designed by prominent Melbourne architects.

Flat and maisonette development was popular across the entire municipality in the interwar period, with substantial numbers of these developments also constructed in the suburbs of Prahran, Windsor, Armadale, Kooyong and Malvern. Often of a more modest scale than the 'luxury flats' constructed in Toorak and South Yarra, these developments varied in their scale, layout, planning and architectural design. In keeping with the strong culture of patronage between architects and owners at the time, many of the flats and maisonettes constructed in Stonnington in this period were designed by well-known Melbourne architects.

Within the City of Stonnington, a number of interwar residential flats/maisonettes remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay on an individual basis. Those that are comparable to 79 Stanhope Street include:

- Hillingdon, 383 Glenferrie Road, Malvern (1919), HO436
- Basford Flats, 203 Dandenong Road, Windsor (1919-20), HO433
- Mont Clair, 321 Dandenong Road, Prahran (1921 & 1926), HO434
- Silverton Flats, 698 Orrong Road, Toorak (1927), HO445
- Quantox Flats, 9 Church Street, Toorak (1928-29), HO431
- Koonoona Flats, 754 High Street, Armadale (1933), HO439
- Colywn, 1263 High Street, Malvern (1937), HO440
- Granada Flats, 537 Orrong Road, Armadale (1939), HO444.

These properties vary in scale and form and demonstrate a broad range of architectural styles, reflecting the diversity of this building type within the municipality. They are recognised for their high levels of intactness and fine detailing, and as well-designed examples of particular architectural styles.

In a similar manner, 79 Stanhope Street is a well-designed example of an interwar residential maisonette development and retains a high degree of integrity to clearly demonstrate the characteristics of this building type. Designed by architect, I G Anderson, it is a fine and highly intact example of a residential maisonette development built in the City of Stonnington in the interwar period.

## Assessment against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

79 Stanhope Street is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The maisonette development at 79 Stanhope Street clearly illustrates this important phase of development of Malvern and the City of Stonnington more broadly.

### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

79 Stanhope Street is a fine and highly intact representative example of an interwar residential maisonette development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontage to provide open space for residents, tile-clad hipped roofs, and a garden setting. It is notable as a well-resolved example of a residential maisonette development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period.

### ***Criterion E: Importance in displaying particular aesthetic characteristics***

79 Stanhope Street is a well-executed and distinctive example of a Moderne-style residential maisonette development built in Malvern in the interwar period. Designed by noted architect I G Anderson, the building – with its strong horizontal massing and emphasis, geometric forms, curved bays, and siting within a garden setting – presents a picturesque composition of this architectural style.

## Grading and Recommendations

It is recommended that the place be removed from HO375 (Coonil Estate Precinct) and be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place on a site-specific basis.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No



## Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay

## References

- City of Greater Geelong, *Newtown Heritage Study Review Volume 3*, 2009.
- 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.
- Land Victoria (LV), *Certificates of Title*, as cited above.
- Malvern Rate Books.
- Malvern Valuation Field Cards.
- Melbourne and Metropolitan Board of Works Detail Plan No. 1744, 1902.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Sands and McDougall Directories (S&M).
- Stanhope Estate Subdivision Plan, 1885.
- Stonnington History Centre (SHC).
- The Age*.
- The Argus*.
- The Encyclopedia of Australian Architecture*, edited by Philip Goad and Julie Willis, 2012.
- The Lorgnette*.
- T Sawyer, *Residential flats in Melbourne: the development of a building type to 1950*, 1982.
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.

## Maisonettes, 79 Stanhope Street, Malvern – Statement of Significance, June 2021

**Heritage place:** Maisonettes, 79 Stanhope Street, Malvern (Units 1-4/79 Stanhope Street)

**PS ref no.:** TBC



*Figure 1. 79 Stanhope Street (eastern elevation), Malvern (December 2020)*

### ***What is significant?***

The Maisonettes at 79 Stanhope Street, Malvern, built in 1936.

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
- Symmetrical principal (Fraser Street) elevation
- Restrained detailing providing horizontal emphasis
- Central bay featuring flat roof with parapet and curvilinear details to corners
- Cantilevered balconies and canopies with curved corners
- Low-pitched tiled hipped roof
- Rendered masonry walls
- Simple rendered brick chimneys with slim cappings
- Timber-framed double-hung windows

- Garden setting with private entry arrangements.

Later alterations and additions, including the tall brick privacy fence, are not significant.

***How is it significant?***

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The Maisonettes at 79 Stanhope Street, Malvern are of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The Maisonettes at 79 Stanhope Street are illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The maisonette development at 79 Stanhope Street clearly illustrates this important phase of development of Malvern and the City of Stonnington more broadly (Criterion A).

The Maisonettes at 79 Stanhope Street are a fine and highly intact representative example of an interwar residential maisonette development in the City of Stonnington. The development displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontage to provide open space for residents, tile-clad hipped roofs, and a garden setting. It is notable as a well-resolved example of a residential maisonette development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period (Criterion D).

The Maisonettes at 79 Stanhope Street are a well-executed and distinctive example of a Moderne-style residential maisonette development built in Malvern in the interwar period. Designed by noted architect I G Anderson, the building – with its strong horizontal massing and emphasis, geometric forms, curved bays, and siting within a garden setting – presents a picturesque composition of this architectural style (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### **Former Malvern & District United Friendly Societies Dispensary, 14 Valetta Street, Malvern**



*Figure 1. UFS Dispensary, 14 Valetta Street, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

**FORMER MALVERN & DISTRICT UNITED FRIENDLY SOCIETIES (UFS) DISPENSARY, 14 VALETTA STREET, MALVERN**

<b>Place type:</b> Dispensary	<b>Architect:</b> Hudson & Wardrop (1924)
<b>Construction Date:</b> 1918; 1924	<b>Builder:</b> Not known
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

**Locality History**

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.

### **History of Friendly Societies in Victoria**

*The following information is drawn from the 'Stonnington Thematic Environmental History', Context Pty Ltd, 2006, addendum 2009, pp.192-93 and the Heritage Citation for the Former Brunswick and Coburg UFS Dispensary, accessed from the Hermes database.*

Friendly societies originated in eighteenth-century England as a way of providing self-help and mutual support among working people. With no state welfare, the societies were an important form of social security. Members made regular contributions of a few pence to a fund upon which they could draw when unable to work because of illness. Funds were also available to pay funeral expenses and support widows and orphans of members. Victoria was the stronghold of friendly societies in Australia, probably because of its industrial base. It has been estimated that in 1890 up to one in three people in Victoria came under the protective umbrella of a friendly society (Blainey 1991:22-23). Friendly societies were well represented in the working-class areas of Prahran and Windsor. The United Order of Oddfellows built a hall in Windsor, which later became a picture theatre, and later still a cabaret (now demolished). Foresters and other societies were also represented in the area. Although meetings were sometimes held in hotels, friendly societies generally promoted temperance, as sobriety was regarded akin to respectability and prosperity.

These groups sought, among other things, to provide co-operative benefits to their members, which included low-cost medical treatments and medicines. To this end, many of the groups employed their own doctors, and established their own dispensaries. These dispensaries did not manufacture their own products; rather, products were imported or obtained locally and sold on a co-operative basis, exclusively to members of the various societies. The first friendly society dispensary in Australia was established by the International Order of Oddfellows (IOOF) in Sydney in 1847. At first, the various groups were fiercely independent, but it was soon realised that joint dispensaries offered an even greater benefit. This led to the emergence of dispensaries that operated under the auspices of the United Friendly Societies (UFS). The first UFS dispensary in Victoria was established in Emerald Hill (South Melbourne) in 1869, followed by branches in the city (1870), Collingwood (1871) and Bendigo (1872).

In the City of Stonnington, UFS dispensaries were established in Cecil Place, Prahran (1888) and Valetta Street, Malvern (1918).

### Place History

The Former Malvern and District United Friendly Societies (UFS) Dispensary dates back to 1906 when a committee was formed for the purpose of establishing a dispensary in Malvern (*Prahran Telegraph*, 19 December 1924:5). The institution opened for business on 1 January 1907, with six separate societies entering into the membership. This comprised the Independent Order of Rechabites, Manchester Unity Order of Foresters, Grand United Order of Foresters, the Free Gardeners, the Sons of Temperance, and the Irish National Foresters (*Argus*, 30 November 1906:9). The UFS Dispensary originally occupied rooms in High Street, Malvern before purchasing the site at 14 Valetta Street from the Church of Christ in 1918 (*Age*, 22 August 1918:6; Malvern Rate Books).

The land at 14 Valetta Street, Malvern was originally occupied by Malvern Ladies' College. The Ladies' College had been established on a site between St George's Anglican Church and Malvern Police Station in Glenferrie Road in April 1883. Between 1890 and 1892 the school relocated to a newly constructed timber building at 14 Valetta Street. It merged with Korowa Girls School in 1911 and relocated to 168 Wattletree Road before moving to Ranfurly Crescent (*Argus*, 6 December 1934:9). The subject property was subsequently occupied by the Church of Christ, before being sold to the Malvern and District UFS Dispensary in 1918. The committee made a number of structural alterations to the existing hall and the business was transferred from High Street to Valetta Street in September 1918 (*Age*, 22 August 1918:6). Architectural drawings dating to 1918 (see Figure 4) show the proposed additions to be made to the existing hall. This involved the construction of a single-storey brick building, comprising a central entrance hall with a club room to the east and waiting room and dispensary to the west, to the front of the original timber hall (SHC MB417).

Five years later, in 1923, the committee had outgrown the existing dispensary and hall and engaged architects, Hudson and Wardrop, to undertake major alterations (see Figure 5). These works involved the addition of a second storey above the 1918 brick building fronting Valetta Street, and the remodelling of the façade to its current appearance. A large brick hall was also constructed to the rear to replace the original timber hall (*Prahran Telegraph*, 19 December 1924:5) The only part of the earlier dispensary to be retained was the front portion of the 1918 brick building (SHC MB3357). The new dispensary was built at a cost of £7000 and comprised three lodge rooms, a dispensary, a large central hall, a supper room and ladies' dressing rooms (*Age*, 19 January 1925:7).

The new Malvern & District UFS Dispensary was officially opened on 13 December 1924 by the Mayor of Malvern, Councillor Matthews, who proclaimed that 'there was not another Friendly Societies' Building throughout the Commonwealth that could compare' and the new hall 'was a great acquisition to the many beautiful buildings they already had in Malvern' (*Prahran Telegraph*, 19 December 1924:5). Its primary

purpose was to provide health care and supply pharmaceutical products to its members. In addition, the hall was used for meetings of the various societies, and was later for occasional community and social events.

The Malvern & District UFS Dispensary served the UFS until the 1990s. During that time, a number of alterations were made to the building, including alterations to the bathroom facilities in 1967, alterations to the hall in 1969 and the installation of a new ceiling in 1974 (Malvern Valuation Field Card). In 1996, the Dispensary was sold, with the auction notice describing the property as ‘offered in remarkably original condition’ and ‘comprising entry foyer and passageway, meeting room, cloakroom & toilets. Main hall with bifold doors to annex, kitchen area and storeroom’ (SHC MP12223) (see Figure 9). It was subsequently converted to ‘warehouse living’ apartments and continues to serve this purpose (SHC MP12223).

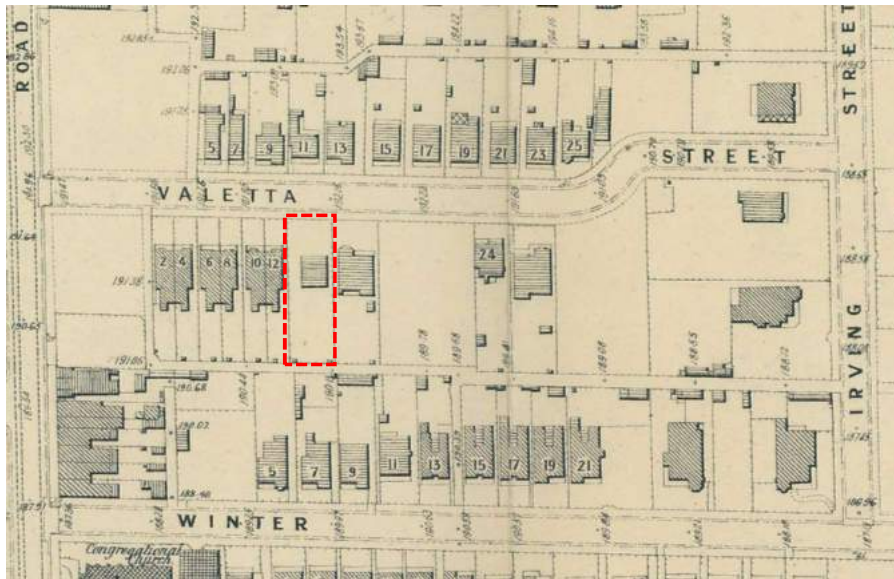


Figure 2. MMBW Base Plan No 61, 1901, showing the original timber hall, indicated in red (SLV)

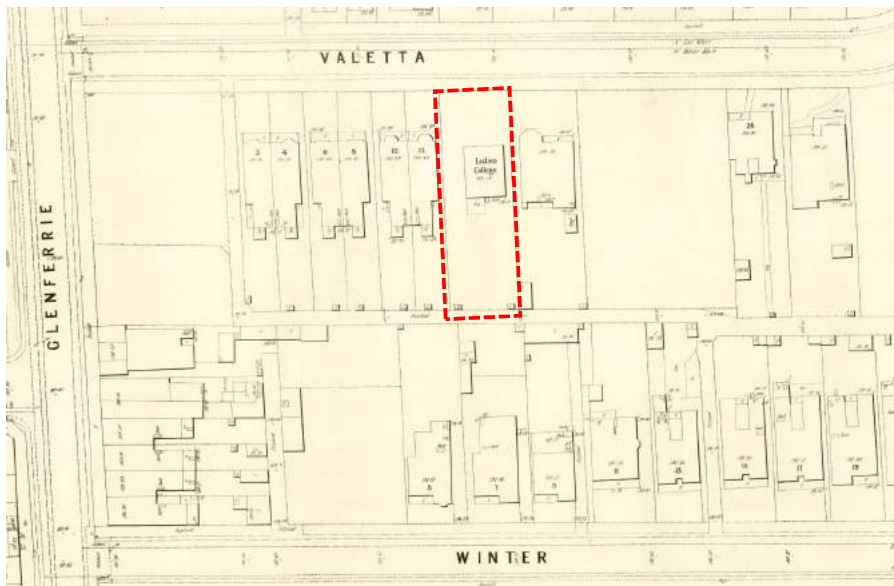


Figure 3. MMBW Detail Plan No 1743, 1902 denoting the ‘Ladies College’, indicated in red (SLV)



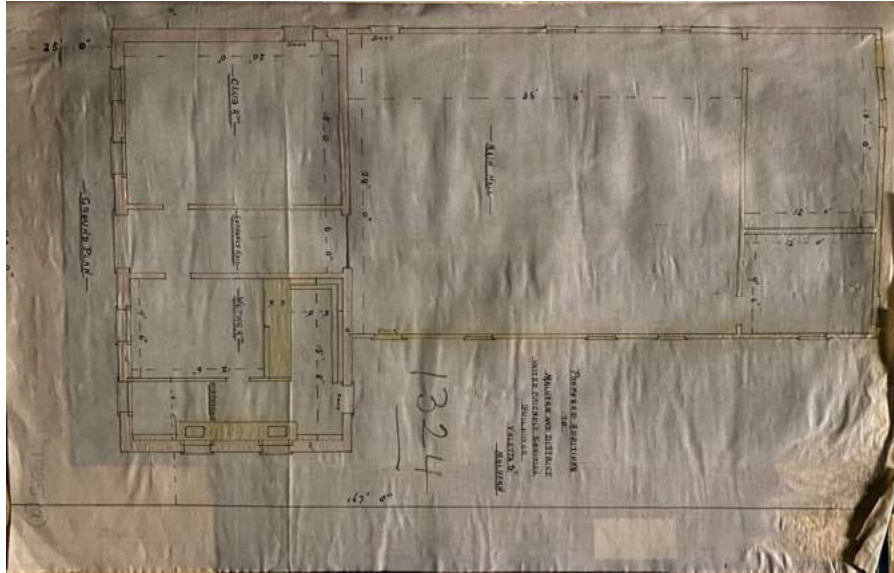


Figure 4. Proposed alterations to existing timber hall, 1918. Valetta Street is to the left of the image (SHC MB417)



Figure 5. Architectural drawings showing alterations and additions to UFS Building, Valetta Street by Hudson and Wardrop, c1924 (SHC MB3357)



Figure 6. Detail of an oblique aerial photograph showing the UFS Dispensary in the centre of the image (circled in red), 1920 (SLV)

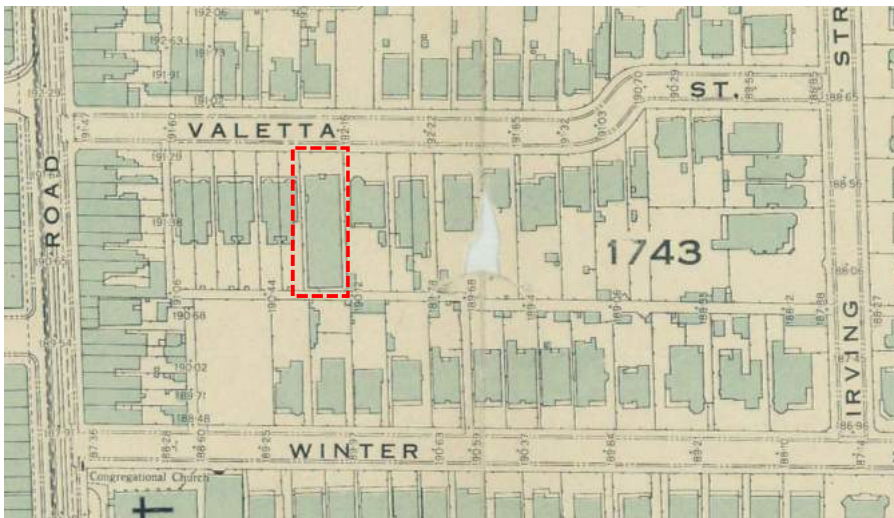


Figure 7. MMBW Base Plan No. 61, 1948 showing the footprint of the UFS Dispensary, indicated in red (SLV)



Figure 8. View looking south from Town Hall, 1967. The UFS Dispensary can be seen to the left of the image (circled in red) (SHC)

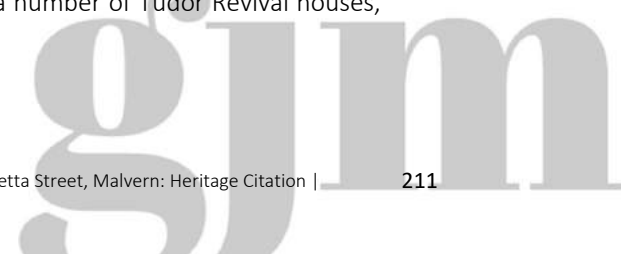


Figure 9. Auction notice, showing 14 Valetta Street at the time of its sale in 1996 (SHC)

### **Hudson & Wardrop, architects**

The following includes detail contained within *The Encyclopedia of Australian Architecture*, Goad & Willis (Eds.), 2012.

Philip Hudson (1887-1952) and James Hastie Wardrop (1891-1975) formed the partnership, Hudson & Wardrop, in c1919. Early commissions included the St Kilda Army & Navy Club in Acland Street, St Kilda (1923) and the Members' Luncheon Room at the Moonee Valley Racing Club (1923). In 1924, Hudson and Wardrop won first prize in the international competition for the design of Melbourne's Shrine of Remembrance (completed in 1934), which was the most significant commission of its day and became the city's most important public monument (Statham, *Encyclopedia of Australian Architecture*:346). In 1929 the firm was joined by Kingsley Ussher (1899-1973) (Statham 2012:34), however, the firm dissolved in 1932 (Argus, 30 Sep 1932:1). Within the City of Stonnington, the practice was responsible for a number of Tudor Revival houses, including 65 Albany Road, Toorak and 1A Chesterfield Avenue, Malvern.



## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 8 Building community life
  - 8.3 Providing health and welfare services
  - 8.4 Forming community organisations

## Description

The Former UFS Dispensary is located on the south side of Valetta Street, east of Glenferrie Road. The site is rectangular and extends south from Valetta Street to an unnamed lane at the rear which is partially paved in bluestone. It is in close proximity to the commercial precinct along Glenferrie Road, however is surrounded by a predominantly single-storey residential context with houses generally dating to the late nineteenth and early twentieth century.

The building is of masonry construction comprising a tall two-storey hipped-roof structure – roof concealed behind a parapet – to the north (principal elevation), and an attached lower two-storey gable-roofed structure (second storey within the broad gable-roof form) to the south. All roofs are clad in corrugated metal sheeting.

The parapet of the front two-storey section extends across the principal (north) elevation and returns at the side elevations for a short distance (approximately 5m). The parapet is simply detailed with a raked pediment and pyramidal motifs and string mouldings at the fascia. This, as well as other decorative detailing to the principal façade, references the Egyptian Revival style. The eaves project slightly and the junction between the soffit and the wall is finished with a cornice. A shallow portico entry is arranged at the centre of this elevation and is flanked by simple pilasters; the portico pediment is elevated above a blank architrave where a sign was formerly mounted (now removed). All exterior wall surfaces are finished in a pale render.

Rigid symmetry features across the principal (north) elevation, with the central entrance forming an axis from which the surrounding window apertures are mirrored. Window surrounds are devoid of ornament with simple raked sills, and the window sets are simple timber-framed double-hung sashes. The upper sashes on the first floor-windows are multipaned. The fanlight over the front entry, along with the door, appears to have been replaced.

The rear, gable-roofed structure (previously the hall) extends from the rear of taller two-storey northern form to the southern boundary of the site, with a large opening to the rear laneway. All exterior wall surfaces are finished in a pale render and are punctuated by a variety of window and door openings to facilitate the residential use. While some of the original window and door openings appear to have been re-used, it appears that the majority of the window and door sets have been replaced and some openings altered or added.

The building is set back from the front (north) boundary and is accessed from Valetta Street via a straight path featuring later pavement and gravel. The forecourt of the building is currently used as an at-grade carpark, and is fenced and gated with a later palisade fence treatment with rendered pillars. Narrow setbacks to the side elevations provide pedestrian access to the rear. The building has been converted to six apartment suites.

Key features:

- Imposing two-storey form
- Rigid symmetry across principal (north) elevation
- Restrained ornamentation with some Egyptian Revival motifs to principal elevation, including parapet, mouldings and pilasters

- Masonry form with rendered finish and timber-framed sash windows (multi-pane top sashes to upper-level windows on principal elevation)
- Hipped roof to northern two-storey form and gable roof to rear former hall
- Legibility of the long gable-roofed form to the rear as a former hall
- Setback from front (north) boundary.

### **Intactness/Integrity**

The Former Malvern & District United Friendly Societies Dispensary retains a high degree of integrity in fabric, form and detail to its c1924 construction. While the building has undergone some alterations, including the replacement of the front entry door and fanlight, removal of signage, and alterations associated with its conversion to residential (apartment) use, these do not diminish the ability to understand and appreciate the place as an example of a building associated with health and welfare services in the City of Stonnington.

### **Comparative Analysis**

The Former Malvern & District UFS Dispensary is of note as a distinctive example of a building associated with health and welfare services in the City of Stonnington.

The Former Malvern & District UFS Dispensary is one of two former friendly society dispensaries in the City of Stonnington. The Prahran UFS Dispensary, located at 8 Cecil Place, Prahran was constructed in 1888 and is included in HO126 – Chapel Street Precinct as an individually significant place. The building retains a high degree of integrity in fabric, form and detail and remains highly intact, retaining both its original foundation stone and raised lettering identifying the place as the ‘Prahran United Friendly Societies’ Dispensary’. In a similar manner to 14 Valetta Street, it no longer serves its original purpose, having been sold by the Prahran & St Kilda UFS in c.1983 and converted to offices. It was later converted to a residence.

There appear to be no examples of buildings associated with the provision of health and welfare services included in the Heritage Overlay of the Stonnington Planning Scheme on site-specific basis. A number of doctors’ surgeries and nursing homes are included within heritage precincts as either contributory or individually significant places.

Designed by noted architects, Hudson & Wardrop, the former Malvern & District UFS Dispensary is a distinctive example of a building associated with health and welfare services in the City of Stonnington. It is uncommon as one of only two UFS dispensaries built in the City of Stonnington to supply pharmaceutical products and provide medical treatment to members.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The Former Malvern & District United Friendly Societies Dispensary has a clear association with the movement to provide sickness benefits, medical care and general support for the working and middle classes throughout Victoria from the 1830s. Friendly societies played an important role in the development of healthcare and social welfare in Victoria from the nineteenth century, leading to the establishment of dispensaries to provide low-cost medical treatments and medicines to its members. The Former Malvern & District United Friendly Societies Dispensary, opened in 1918 and expanded in 1925 to meet growing demand, clearly illustrates this



important phase in the development of social welfare and medical care in Malvern and the City of Stonnington more broadly.

**Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history**

The Former Malvern & District United Friendly Societies Dispensary is uncommon as a purpose-built dispensary constructed by the United Friendly Societies in the City of Stonnington and remains as tangible evidence of the United Friendly Societies’ program of establishing dispensaries to provide medical care and social welfare to the working and middle classes throughout the twentieth century.

**Criterion E: Importance in displaying particular aesthetic characteristics**

The Former Malvern & District United Friendly Societies Dispensary is a distinctive example of a purpose-built dispensary in the City of Stonnington. Designed by prominent architects, Hudson & Wardrop, the building, was noted at the time of its opening as ‘a great acquisition’ to Malvern. It features a range of characteristics that draw on the Egyptian Revival style, including a strong symmetrical composition, low parapet concealing the roof form behind, prominent cornice, and simple entrance detail with pilasters and a pediment. The prominent siting and large-scale nature of the Former Malvern & District United Friendly Societies Dispensary are distinctive qualities of the building.

**Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundary as shown in Figure 10 below.



Figure 10. Recommended Extent of Heritage Overlay



## References

- Context Pty Ltd, *Stonnington Thematic Environmental History*, 2006 & 2009 addendum.
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- J Statham, 'Philip Hudson' in Philip Goad & Julie Willis' (Eds.), *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.
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- E Willis, 'Friendly Societies', eMelbourne, [www.emelbourne.net.au](http://www.emelbourne.net.au), accessed 21 April 2021.
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## Former Malvern & District United Friendly Societies Dispensary – Statement of Significance, 14 Valetta Street, Malvern, June 2021

**Heritage place:** Former Malvern & District United Friendly Societies Dispensary, 14 Valetta Street, Malvern (1-6/14 Valetta Street)

**PS ref no.:** TBC



*Figure 1. UFS Dispensary, 14 Valetta Street, Malvern (November 2020)*

### ***What is significant?***

The Former Malvern & District United Friendly Societies Dispensary at 14 Valetta Street, Malvern, constructed in its current form in 1924.

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
- Imposing two-storey form
- Rigid symmetry across principal (north) elevation
- Restrained ornamentation with some Egyptian Revival motifs to principal elevation, including parapet, mouldings and pilasters



- Masonry form with rendered finish and timber-framed sash windows (multi-pane top sashes to upper-level windows on principal elevation)
- Hipped roof to northern two-storey form and gable roof to rear former hall
- Legibility of the long gable-roofed form to the rear as a former hall
- Setback from front (north) boundary.

Later alterations and additions, including the front fence and landscaping, are not significant.

***How is it significant?***

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The Former Malvern & District United Friendly Societies Dispensary is of local historical, rarity and aesthetic significance to the City of Stonnington.

***Why is it significant?***

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The Former Malvern & District United Friendly Societies Dispensary has a clear association with the movement to provide sickness benefits, medical care and general support for the working and middle classes throughout Victoria from the 1830s. Friendly societies played an important role in the development of healthcare and social welfare in Victoria from the nineteenth century, leading to the establishment of dispensaries to provide low-cost medical treatments and medicines to its members. The Former Malvern & District United Friendly Societies Dispensary, opened in 1918 and expanded in 1925 to meet growing demand, clearly illustrates this important phase in the development of social welfare and medical care in Malvern and the City of Stonnington more broadly (Criterion A).

The Former Malvern & District United Friendly Societies Dispensary is uncommon as a purpose-built dispensary constructed by the United Friendly Societies in the City of Stonnington and remains as tangible evidence of the United Friendly Societies' program of establishing dispensaries to provide medical care and social welfare to the working and middle classes throughout the twentieth century (Criterion B).

The Former Malvern & District United Friendly Societies Dispensary is a distinctive example of a purpose-built dispensary in the City of Stonnington. Designed by prominent architects, Hudson & Wardrop, the building was noted at the time of its opening as 'a great acquisition' to Malvern. It features a range of characteristics that draw on the Egyptian Revival style, including a strong symmetrical composition, low parapet concealing the roof form behind, prominent cornice, and simple entrance detail with pilasters and a pediment. The prominent siting and large-scale nature of the Former Malvern & District United Friendly Societies Dispensary are distinctive qualities of the building (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Wynlorel Court, 145 & 147 Wattletree Road, Malvern



Figure 1. 145 & 147 Wattletree Road, Malvern (southern elevation) (GJM Heritage, November 2020).

DATE: June 2021

## WYNLOREL COURT, 145 & 147 WATTLETREE ROAD, MALVERN

<b>Place type:</b> Residential Flats (subsequently offices and flats)	<b>Architect:</b> Not known
<b>Construction Date:</b> 1928	<b>Builder:</b> R A Dixon & Son
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> To the extent of the property boundary

### Locality History

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

Wynlorel Court at 145 & 147 Wattletree Road was built in 1928 for Dr F Magnus Kiel. The substantial block of flats is located to the east of the intersection of Wattletree and Glenferrie roads. The 1901 Melbourne and Metropolitan Board of Works (MMBW) Base Plan No.61 indicates that the subject property originally comprised two separate lots; a vacant block at the corner of Wattletree Road and Drysdale Street, and the adjacent block, which contained a brick villa (and was originally addressed as 97 Wattletree Road) (see Figure 2).

Dr F Magnus Kiel purchased the vacant block at the corner of Wattletree Road and Drysdale Street, measuring 44 x 120ft, from gardener, John Clayton, in 1908 (Malvern Rate Books). Kiel had purchased the property two lots to the east, at 99 Wattletree Road, the previous year. This property was described as a brick house with nine rooms (Malvern Rate Books). Kiel also purchased the adjoining properties at 97 and 101 Wattletree Road in the 1920s, and rented them to William Vial, solicitor, and his wife Mary, and George Stevens, produce merchant, respectively (Malvern Rate Books).



Dr Kiel was a 'leading member of the dental profession in Victoria', and operated his dental practice from his own residence, 'Waima' at 99 Wattletree Road, from as early as 1910 (*Age*, 26 October 1949:7; S&M). Kiel graduated from the universities of Melbourne and Pennsylvania, and went on to become a member of the honorary teaching staff at the Dental School and a member of the Faculty of Dental Science at the University of Melbourne. He was also treasurer of the Dental College for 15 years (*Age*, 26 October 1949:7).

In 1928, following the death of Mrs Vial at her residence at 97 Wattletree Road in December 1927, Dr Kiel submitted an application to demolish the house at 97 Wattletree Road, consolidate it with his vacant corner block and build a 'block of 20 flats on land 180ft x 140ft' (*Prahran Telegraph*, 6 July 1928:4). The builder for the work was R A Dixon & Sons (*Prahran Telegraph*, 10 August 1928:4). The building permit described the new building as '8 brick flats consisting of 2 stories 5 room 11 squares each in area and walls 10ft high, estimated to cost £6000 total'. The size of the land was described as 91 x 140ft, indicating that this building application applied to only one of the two blocks, rather than the whole development. This was due to the fact the two lots had separate titles and therefore required separate building applications. The works were slated to commence on 12 September 1928 (SHC MB4598).

The block of flats, called Wynlorel Court, was completed by 1930, at which time it was addressed as 145-147 Wattletree Road (S&M). Architectural drawings dating to 1928 show the layout and design of the 'proposed residential flats' (see Figure 3). The building comprised two broadly identical two-storey buildings positioned on two separate titles and linked by a bridge at the first-floor level. The buildings were classically-inspired, with symmetrical compositions, hipped roofs, arched windows at the ground floor and multi-pane sash windows at the upper level and decorative detailing including quoining.

By the mid-1930s the ground floor corner flat (1 Wynlorel Court) was 'used as dental chambers' (Malvern Rate Books). Dr Kiel continued to reside at the neighbouring property until his death in 1949. His obituary recognised his immense contribution to the dental profession over his long career and noted that he 'practised for a long period in the Malvern district' (*Age*, 26 October 1949:7). In 1951, Kiel's son, Francis Winston (also a dentist), moved his practice to his father's old premises at 145 Wattletree Road (*Argus*, 4 September 1951:2).

Wynlorel Court continued to be owned by the Kiel family in the ensuing years, with the ground floor continuing to operate as a dental surgery, and flats let to various tenants. In 1981, the whole building was put up for auction. The auction notice described the property as an:

*Outstanding block of 8 x 3-bedroom brick flats. Presently contained in two titles subject to existing leases and returning \$22,300 per annum. Having been held in one family since construction in the 20s (Morning Herald, 11 April 1981:24).*

The following year, the building was converted principally for office use and became known as the Wynlorel Centre, which comprised eight medical suites, each with '2 consulting rooms, 1 waiting room, 1 reception, 1 filing and 2 car spaces'. The property was transferred to a strata title in 1982-83 (Malvern Valuation Field Cards).

The building continues to operate principally as medical consulting rooms and accommodates a range of health professionals.

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians



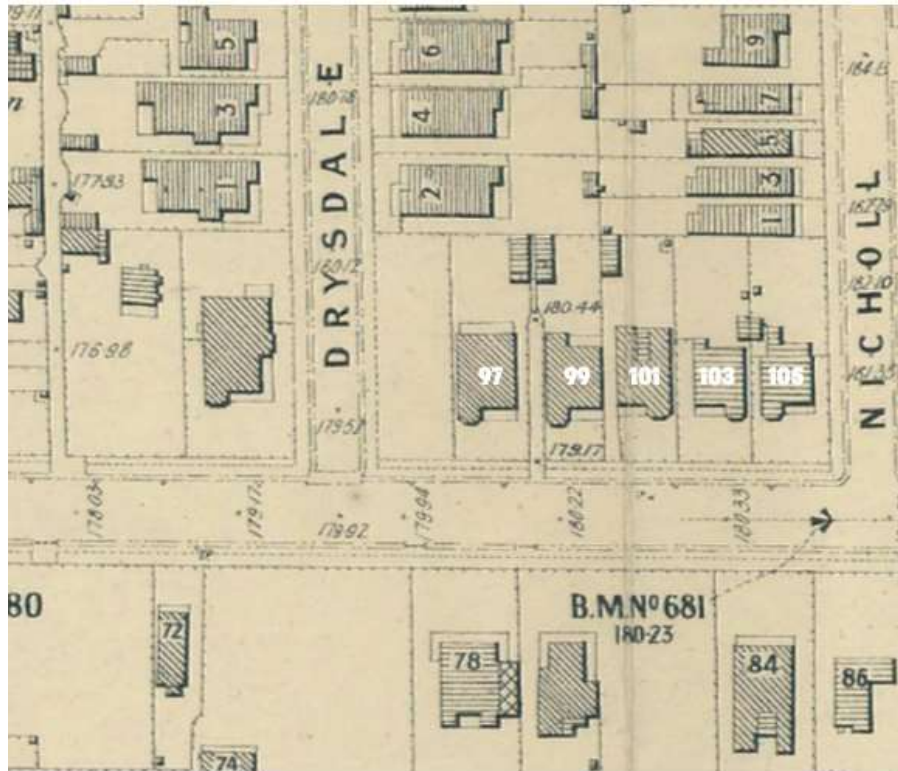


Figure 2. MMBW Base Plan No 61, of Malvern showing the vacant land at the corner of Wattletree Road and Drysdale Street and the adjacent property at 97 Wattletree Road, 1901. Original addresses for each property are shown (SLV)

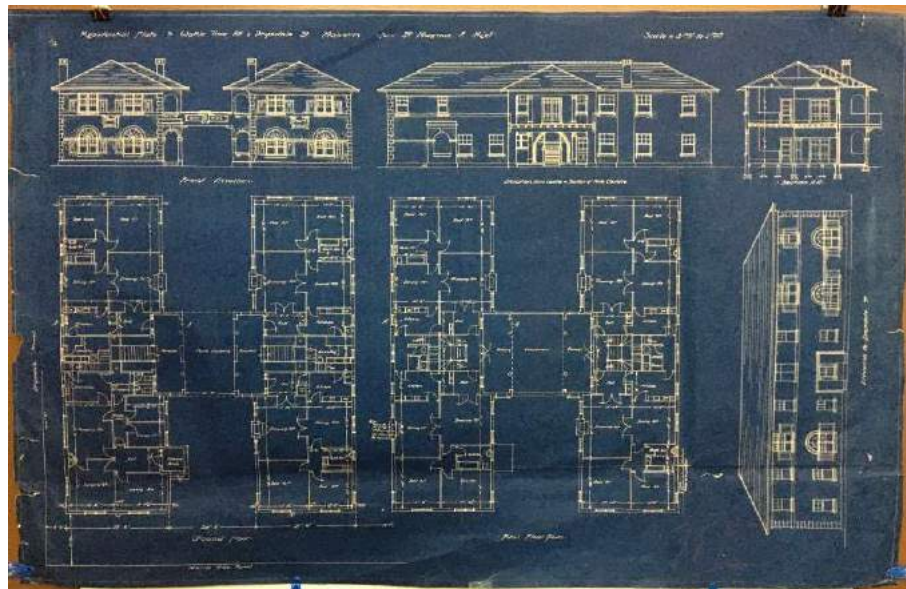


Figure 3. Architectural drawings for residential flats at the corner of Wattletree Road and Drysdale Street for Dr F Magnus Kiel, 1928 (SHC MB4598)

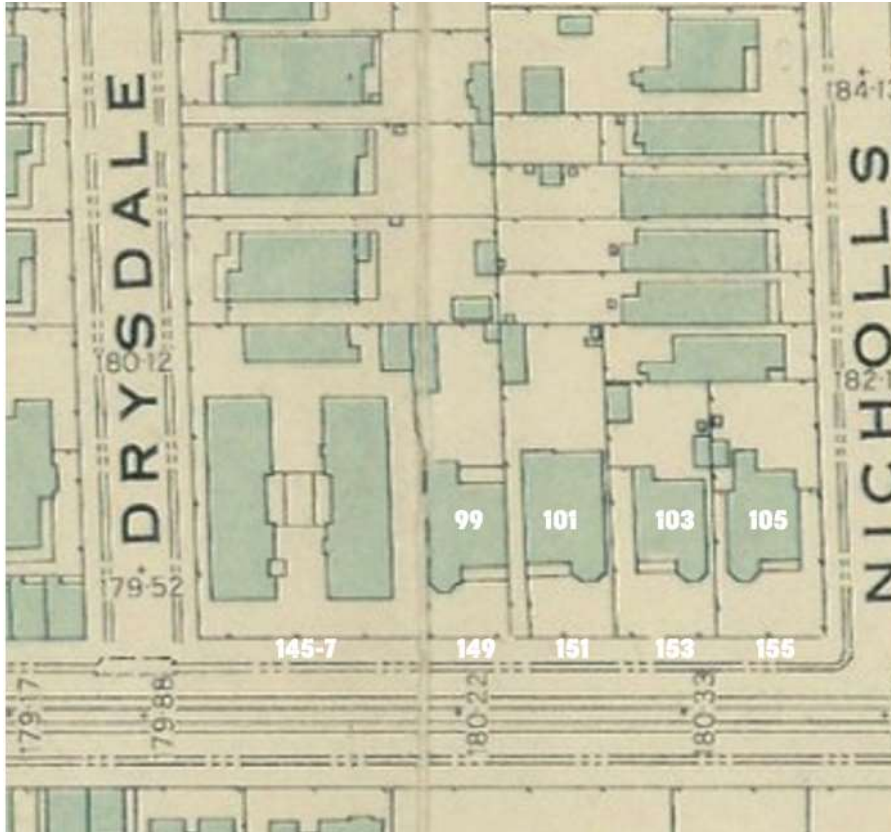


Figure 4. MMBW Base Plan No. 59 showing the subject property at 145-147 Wattletree Road, 1948. Original (on building footprints) and current (at street frontage) addresses are shown (SLV)

## Description

Wynlorel Court at 145 & 147 Wattletree Road is located on the north side of Wattletree Road at the intersection with Drysdale Street, to the east of Glenferrie Road. It comprises two separate two-storey buildings mirrored across an axis parallel to Drysdale Street, and joined at their centrepoin with a large bridge, or porte-cochere, at the first-floor level. Two bays project from each building at this point to connect to the bridge and provide entry porticos with covered balconies above. The buildings are each rectangular in plan and set back from the boundaries on all sides, providing an informal garden beyond a low rendered brick fence to the south and west, and at-grade carparking to the north. An unnamed private bluestone laneway runs along the eastern boundary, and a concrete driveway bisects the site and passes under the connecting bridge.

The roofs are hipped and clad in terracotta tiles, with projecting timber-lined eaves, and four tall chimneys with bold rectangular caps and tapered chimney pots. The walls are rendered masonry (overpainted) and feature quoining at the corners, a flat rendered string course at the upper-level, and an unusual decorative rendered string course – featuring paterae – at the lower level. Timber framed, double-hung windows are symmetrically arranged, and are either rectangular with multi-paned upper sashes and highlights (generally at the upper-level) or arched with multi-paned upper sashes and sunburst pattern fanlights (at the lower level). Other features include a heraldic device mounted at the centre of the connecting bridge (which also features a recessed name panel with later signage), and rendered garland motifs.

## Key Features:

- Symmetrical arrangement, comprising a pair of two-storey rectangular blocks connected by a first-floor bridge, or porte cochere
- Central driveway

- Two-storey portico entries with balconies above
- Terracotta tiled hipped roofs with projecting eaves
- Rendered walls with quoining
- Other rendered detailing, including string courses, garlands and heraldic device
- Multi-paned timber-framed double-hung windows with highlights (upper) and fanlights (lower)
- Tall decorative chimneys with bold rectangular caps and tapered chimney pots
- Shallow setback and informal garden setting, beyond low rendered masonry wall.

### **Intactness/Integrity**

Wynlorel Court at 145 & 147 Wattletree Road remains highly intact to its original construction in 1928. Overall, the building retains a high degree of architectural integrity.

### **Comparative Analysis**

Wynlorel Court at 145 & 147 Wattletree Road is of note as a fine and highly intact example of a residential flat development built in the City of Stonnington. It is one of a substantial number of residential flats/maisonettes that were constructed in the municipality in the interwar period.

The development of residential flats and maisonettes in Melbourne gained in popularity following World War I. This was the result of a number of factors, including a shortage of skilled labour, the high cost of building materials, and the difficulties associated with maintaining large estates (Sawyer 1982:33). The requirement for efficient use of labour and materials led to an increased interest in flat/maisonette development. Shared services and land were considered an attractive prospect for investors.

Wealthy, inner-city suburbs that were infused with character and atmosphere and well-sited close to public transport and shops were popular locations for flat and maisonette development. Within the City of Stonnington, the highly affluent suburbs of Toorak and South Yarra were particularly sought after and a number of substantial flat/maisonette developments were constructed in these suburbs in the 1920s and 1930s. These were often of a grand scale and designed by prominent Melbourne architects.

Flat and maisonette development was popular across the entire municipality in the interwar period, with substantial numbers of these developments also constructed in the suburbs of Prahran, Windsor, Armadale, Kooyong and Malvern. Often of a more modest scale than the 'luxury flats' constructed in Toorak and South Yarra, these developments varied in their scale, layout, planning and architectural design. In keeping with the strong culture of patronage between architects and owners, many of the flats and maisonettes constructed in Stonnington in this period were designed by well-known Melbourne architects.

Within the City of Stonnington, a number of interwar residential flats/maisonettes remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay on an individual basis. Those that are comparable to Wynlorel Court include:

- Hillingdon, 383 Glenferrie Road, Malvern (1919), HO436
- Basford Flats, 203 Dandenong Road, Windsor (1919-20), HO433
- Mont Clair, 321 Dandenong Road, Prahran (1921 & 1926), HO434
- Silverton Flats, 698 Orrong Road, Toorak (1927), HO445
- Quantox Flats, 9 Church Street, Toorak (1928-29), HO431



- Koonoona Flats, 754 High Street, Armadale (1933), HO439
- Colywn, 1263 High Street, Malvern (1937), HO440
- Granada Flats, 537 Orrong Road, Armadale (1939), HO444

These properties vary in scale and form and demonstrate a broad range of architectural styles, reflecting the diversity of this building type within the municipality. They are recognised for their high levels of intactness and fine detailing, and as well-designed examples of particular architectural styles.

Comprising two blocks separated by a driveway and connected by a porte-cochere, Wynlorel Court compares particularly well with Silverton Flats at 698 Orrong Road, Toorak (HO445). This building type was less common across Melbourne (Sawyer 1982:51) and within the City of Stonnington, only three examples are known. Of these, only Silverton Flats (1927) is included in the Heritage Overlay on an individual basis. Darley Flats at 377 Dandenong Road, Armadale (c1931) is included within the Hampden Road Precinct (HO136) as a 'significant' heritage place.

Wynlorel Court closely resembles Silverton Flats in its fabric and form and architectural detailing. It exhibits a similar level of intactness and displays a range of similar characteristics including:

- A central driveway;
- A pair of identical two-storey blocks connected by a porte-cochere;
- Columned arcaded entrances located beneath the porte-cochere;
- Terracotta tile-clad hipped roofs;
- Ground floor windows with arched heads and decorative lintels;
- Minimal setback to street frontage.

Wynlorel Court is a well-designed example of an interwar residential flat and retains a high degree of integrity to clearly demonstrate the characteristics of this building type. Designed in an Interwar Mediterranean style, it is a fine and highly intact example of a residential flat built in the City of Stonnington in the interwar period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Wynlorel Court is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats at Wynlorel Court clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

Wynlorel Court is a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontages to provide a garden setting for the building, communal entrances, and tile-clad hipped roofs.

Wynlorel Court is notable as a well-resolved example of a flat development that comprises two blocks of residences linked across a central driveway by a first-floor bridge, or porte cochere.

**Criterion E: Importance in displaying particular aesthetic characteristics**

Wynlorel Court is a well-considered and carefully detailed example of a residential flat development designed in an Interwar Mediterranean style. The design, comprising two substantial buildings connected by a central first-floor bridge or porte cochere, together with the restrained use of distinctive architectural elements, including terracotta roof tiles, prominent decorative chimneys, quoining, and multi-pane windows with fan lights, presents a picturesque composition of this architectural style. The central driveway below the first-floor bridge/porte cochere contributes to the setting of the place.

**Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundary as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay

**References**

Architectural drawings for residential flats at the corner of Wattle tree Road and Drysdale Street for Dr F Magnus Kiel, 1928 (SHC MB4598)

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



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## Wynlorel Court, 145 & 147 Wattletree Road, Malvern – Statement of Significance, June 2021

**Heritage place:** Wynlorel Court, 145 & 147 Wattletree Road, Malvern (1-4/145 & 1-4/147 Wattletree Road)

**PS ref no.:** TBC



*Figure 145 & 147 Wattletree Road, Malvern (southern elevation) (December 2020)*

### ***What is significant?***

Wynlorel Court, former residential flats at 145 & 147 Wattletree Road, Malvern, built in 1928.

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
- Symmetrical arrangement, comprising a pair of two-storey rectangular blocks connected by a first-floor bridge, or porte cochere
- Central driveway
- Two-storey portico entries with balconies above
- Terracotta tiled hipped roofs with projecting eaves
- Rendered walls with quoining
- Other rendered detailing, including string courses, garlands and heraldic device

- Multi-paned timber-framed double-hung windows with highlights (upper) and fanlights (lower)
- Tall decorative chimneys with bold rectangular caps and tapered chimney pots
- Shallow setback and informal garden setting, beyond low rendered masonry wall.

Later alterations and additions, including internal changes to convert the building to commercial use, are not significant.

***How is it significant?***

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

***Why is it significant?***

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Wynlorel Court is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats at Wynlorel Court clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly (Criterion A).

Wynlorel Court is a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontages to provide a garden setting for the building, communal entrances, and tile-clad hipped roofs. Wynlorel Court is notable as a well-resolved example of a flat development that comprises two blocks of residences linked across a central driveway by a first-floor bridge, or porte cochere (Criterion D).

Wynlorel Court is a well-considered and carefully detailed example of a residential flat development designed in an Interwar Mediterranean style. The design, comprising two substantial buildings connected by a central first-floor bridge or porte cochere, together with the restrained use of distinctive architectural elements, including terracotta roof tiles, prominent decorative chimneys, quoining, and multi-pane windows with fan lights, presents a picturesque composition of this architectural style. The central driveway below the first-floor bridge/porte cochere contributes to the setting of the place (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)

## HERITAGE CITATION

### Braemar, part of 162-168 Wattletree Road, Malvern



Figure 1. Braemar, part of 162-168 Wattletree Road, Malvern (GJM Heritage, December 2020).

DATE: June 2021

## BRAEMAR, PART OF 162-168 WATTLETREE ROAD, MALVERN

<b>Place type:</b> Residential Flats	<b>Architect:</b> Leslie Reed
<b>Construction Date:</b> 1932	<b>Builder:</b> William Munro
<b>Recommendation:</b> Remove from HO156 and include in site-specific Heritage Overlay	<b>Extent of Overlay:</b> Refer to Figure 5

### Locality History

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

Braemar, the residential flats forming part of 162-168 Wattletree Road, were built in 1932 to designs by architect, Leslie Reed. The substantial block of flats is located on the south side of Wattletree Road, to the east of the intersection of Wattletree and Glenferrie roads.

By 1901, the property on which the flats are located comprised a large block of land on the south side of Wattletree Road containing a substantial brick house at the north-western corner of the block (see Figure 2). This house, seen in a c.1920 photograph (Figure 3), was a two-storey late-Victorian residence with wrap-around cast-iron verandah, hipped roof and prominent brick chimneys. The residence was occupied by Mrs A C Akehurst, who operated Korowa Girls School at the site from 1900 with her daughter, Miss E A Akehurst (S&M). The school had relocated from nearby Valetta Street and remained at the subject site until 1913, when it moved to its current location in Ranfurlie Crescent (*Argus*, 6 December 1934:9). In 1919, Mrs Agnes MacFarlane Zimmer purchased the property and established the Malvern Business College alongside her husband, Arthur (S&M; SHC MB1638). The college ran classes in book keeping, typewriting, business principles, English and short hand during the day and evening for both men and women.



In 1932, the original residence on the site was demolished and replaced with the existing two-storey block of flats. This block of flats, called 'Braemar', was designed by architect, Leslie Reed, and comprised four residential flats. Each flat contained two large living rooms, two bedrooms, a large sleep-out, a tiled bathroom with built in bath and shower, and a private garage (*Herald*, 22 June 1932:13). An illustration of the new flats was featured in an article in the *Herald* (Figure 4), which praised the 'wealth of color [sic] and artistic ruggedness of texture' provided by the building's 'carefully laid' clinker brickwork (*Herald*, 22 June 1932:13). According to the Stonnington History Centre, the block of flats was built by William Munro (SHC MP1638).

The Malvern Business College continued to operate from buildings located to the west and rear of the block of flats until 1941 (SHC MP1638). The entire property, including the 'Braemar' flats, remained in the ownership of the Zimmer family (under the estate of Mrs Agnes Zimmer) until the mid-1960s (Malvern Rate Books). It was purchased by Renfrew Investments of 470 Bourke Street in April 1965 for £30,500 (Malvern Rate Books) and transferred to a strata title in 1987 (Malvern Valuation Field Books). It continues to be used as residential flats.

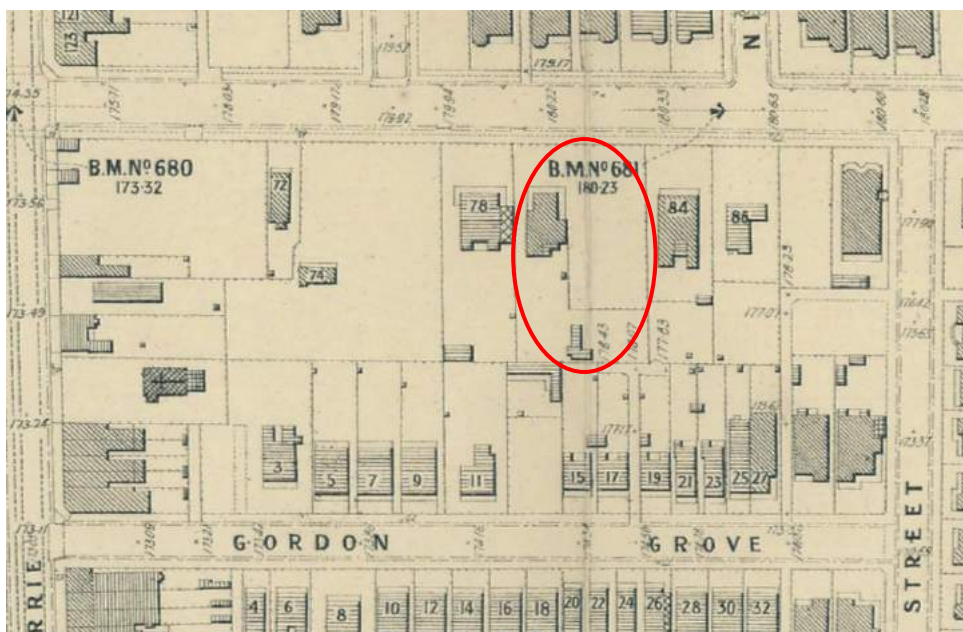


Figure 2. MMBW Base Plan No 61, of Malvern showing a brick house with verandah on part of the subject property (circled in red between nos. 78 and 84), 1901 (SLV)



Figure 3. The two-storey residence at 168 Wattletree Road, c.1920 which was replaced by residential flats in 1932 (SHC MP1639)



Figure 4. Impression of the residential flats at 168 Wattletree Road, 1932 (*Herald*, 22 June 1932:13)

### **Leslie Reed, architect**

The following includes detail from Built Heritage Pty Ltd “Leslie J W Reed”, included in the *Dictionary of Unsung Architects*, [www.builtheritage.com.au](http://www.builtheritage.com.au).

Leslie Reed was born in Malvern in 1893 and lived and practiced in the area for most of his life. Little is known of his education or training; one of his earliest recorded projects is the Morton-Ray Masonic Temple on Dandenong Road in Malvern East, which he designed in 1922. Reed registered as an architect the following year, at which time he cited a number of recently completed projects, including a block of residential shops in Elwood and alterations to a showroom in Flinders Lane. His practice was primarily focused on residential projects and he employed a range of architectural styles in his designs, including California Bungalow, Spanish Mission and Tudor Revival. By the 1930s, Reed’s practice had expanded to include residential flats, including Elvada at 358 Glenferrie Road, Malvern (1933), 202 Punt Road, Prahran (1936) and Taurea at 90 Toorak Road West, South Yarra (1937), and small industrial projects, where he largely embraced the Moderne style.

Reed continued to practice after World War II, moving from the Malvern area to Ringwood in the late 1950s and taking on the design of single residences in the developing post-war suburbs. He died in 1964 at the age of 71.

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria’s Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

### **Description**

Braemar is situated on the south side of Wattletree Road, to the east of Glenferrie Road. It shares a site with two large two-storey c.1970s flats which are L-shaped in plan and are located to the west and to the rear of Braemar.

Braemar comprises a two-storey building of brick construction that is H-shaped in plan and set back from the front (north) boundary beyond a (later) garden wall and hedge. The setback provides a communal garden area from which all four apartments are accessed. Vehicular access is via the driveway to the west of the building, shared with the c.1970s flats.

The building has a hipped terracotta-tiled roof with a single, short centrally placed chimney – featuring a single corbel and a capping course in moulded (coved) brick – and projecting timber-lined eaves. At the central recessed bay to the principal (north) elevation, the eaves also feature exposed rafters. This recessed bay is a distinctive feature of the property, and both the ground and first floor levels of the bay are treated with loggias. Two concrete stairs with rendered balustrades flank the loggias, with side wings projecting beyond these. The arrangement is highly symmetrical.

The clinker brick walls are richly decorated, with semicircular arches emphasised with narrow bricks at the windowheads of the first-floor level and the loggias. Similar narrow bricks are also applied to the windowheads of the ground floor level as a soldier course. The arched upper sections of the first-floor windows are infilled with a tile laid in a basketweave pattern, and a herringbone brick panel is framed in moulded bricks at the first-floor loggia balustrade. Moulded bricks are also used to create a capital detail at the columns of the loggias. Where most windows feature an angled brick sill, some project beyond the wall and are supported on brick corbels.

The fine detailing extends to the timber-framed windows, where small windows, and the upper sashes of double hung windows, feature diamond-shaped fenestration with figured glass triangular panes around a clear central pane. The side (west) elevation features a decorative bay of timber-framed windows and timber-shingle panelling.

#### Key Features:

- Symmetry across principal (north) elevation
- H-shaped plan form
- Central loggias at ground and first floors, flanked by pairs of external stairs, and centrally placed low chimney
- Decorative brickwork details, including herringbone brick and basketweave tile panels
- Semicircular arches to loggia and first-floor windowheads
- Timber-framed windows, including diamond-pattern window fenestration and figured glass
- Terracotta-tiled hipped roof with projecting eaves
- Face brick walls
- Setback and garden setting to principal (north) elevation.

#### **Intactness/Integrity**

Braemar at part of 162-168 Wattletree Road remains highly intact to its original construction in 1932. Overall, the building retains a high degree of architectural integrity.

#### **Comparative Analysis**

Braemar at 168 Wattletree Road is of note as a fine and highly intact example of an interwar residential flat development built in the City of Stonnington. It is one of a substantial number of residential flats/maisonettes that were constructed in the municipality in the interwar period.

The development of residential flats and maisonettes in Melbourne gained in popularity following World War I. This was the result of a number of factors, including a shortage of skilled labour, the high cost of building materials, and the difficulties associated with maintaining large estates (Sawyer 1982:33). The requirement

for efficient use of labour and materials led to an increased interest in flat/maisonette development. Shared services and land were considered an attractive prospect for investors.

Wealthy, inner-city suburbs that were infused with character and sited close to public transport and shops were popular locations for flat and maisonette development. Within the City of Stonnington, the highly affluent suburbs of Toorak and South Yarra were particularly sought after for their proximity to the city and a number of substantial flat/maisonette developments were constructed in these suburbs in the 1920s and 1930s. These were often of a grand scale and designed by prominent Melbourne architects.

Flat and maisonette development was popular across the entire municipality in the interwar period, with substantial numbers of these developments also constructed in the suburbs of Prahran, Windsor, Armadale, Kooyong and Malvern. Often of a more modest scale than the 'luxury flats' constructed in Toorak and South Yarra, these developments varied in their scale, layout, planning and architectural design. In keeping with the strong culture of patronage between architects and owners, many of the flats and maisonettes constructed in Stonnington in this period were designed by well-known Melbourne architects.

Within the City of Stonnington, a number of interwar residential flats/maisonettes remain to demonstrate this historic theme and examples of these are included in the Heritage Overlay on an individual basis. Those that are comparable to Braemar include:

- Hillingdon, 383 Glenferrie Road, Malvern (1919), HO436
- Basford Flats, 203 Dandenong Road, Windsor (1919-20), HO433
- Mont Clair, 321 Dandenong Road, Prahran (1921 & 1926), HO434
- Silverton Flats, 698 Orrong Road, Toorak (1927), HO445
- Quantox Flats, 9 Church Street, Toorak (1928-29), HO431
- Koonoona Flats, 754 High Street, Armadale (1933), HO439
- Colywn, 1263 High Street, Malvern (1937), HO440
- Granada Flats, 537 Orrong Road, Armadale (1939), HO444

These properties vary in scale and form and demonstrate a broad range of architectural styles, reflecting the diversity of this building type within the municipality. They are recognised for their high levels of intactness and fine detailing, and as well-designed examples of particular architectural styles.

In a similar manner, Braemar is a well-designed example of an interwar residential flat development and retains a high degree of integrity to clearly demonstrate the characteristics of this building type. Designed by notable architect, Leslie Reed, it is a fine and highly intact example of a residential flat built in the City of Stonnington in the interwar period.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

Braemar is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land

were considered an attractive prospect for investors. The flats known as Braemar clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly.

***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

Braemar is a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontage to provide a garden setting for the building, face brick walls with fine detailing, and tile-clad hipped roofs. Braemar is notable as a well-resolved example of a residential flat development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period.

***Criterion E: Importance in displaying particular aesthetic characteristics***

Braemar is a well-considered and carefully detailed example of a residential flat development that displays characteristics of the Interwar Mediterranean style. Designed by architect Leslie Reed, the design – with its symmetrical H-shaped plan form and distinctive central arcaded loggia at both the ground and first floor levels of the principal elevation, together with the use of distinctive architectural elements, including textured clinker bricks, herringbone brick patterning, terracotta roof tiles and diamond-pattern glazing, and set within a garden setting – presents a picturesque composition of this architectural style.

**Grading and Recommendations**

It is recommended that the place be removed from HO156 (Claremont Avenue Precinct) and be included in the Heritage Overlay of the Stonnington Planning Scheme on a site-specific basis.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No



### Extent of the Recommended Heritage Overlay

To the extent of the property boundary to the north and east, to the extent of the rear fenced enclosure to the south, and to 3m to the westernmost eaves-line of the 1932 building, as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay

### References

Built Heritage Pty Ltd “Leslie J W Reed”, included in the *Dictionary of Unsung Architects*, [www.builtheritage.com.au](http://www.builtheritage.com.au).

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

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The *Argus*.

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

## Braemar, 162-168 Wattletree Road, Malvern – Statement of Significance, June 2021

**Heritage place:** Braemar, part of 162-168 Wattletree Road, Malvern

**PS ref no.:** TBC



*Figure 1. Braemar, part of 162-168 Wattletree Road, Malvern (December 2020)*

### ***What is significant?***

Braemar, residential flats on part of 162-168 Wattletree Road, Malvern, built in 1932.

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
- Symmetry across principal (north) elevation
- H-shaped plan form
- Central loggias at ground and first floors, flanked by pairs of external stairs, and centrally placed low chimney
- Decorative brickwork details, including herringbone brick and basketweave tile panels
- Semicircular arches to loggia and first-floor windowheads
- Timber-framed windows, including diamond-pattern window fenestration and figured glass

- Terracotta-tiled hipped roof with projecting eaves
- Face brick walls
- Setback and garden setting to principal (north) elevation.

Later alterations and additions, including the front fence, are not significant.

***How is it significant?***

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

***Why is it significant?***

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Braemar is illustrative of the suburban development of Malvern in the interwar period when a number of residential flats/maisonettes were constructed across the suburb. This type of development was largely a result of increased labour and materials costs following World War I. The impetus for the efficient use of labour and materials led to an increased interest in flat/maisonette development, where shared services and land were considered an attractive prospect for investors. The flats known as Braemar clearly illustrate this important phase of development of Malvern and the City of Stonnington more broadly (Criterion A).

Braemar is a fine and highly intact representative example of an interwar residential flat development in the City of Stonnington. It displays typical features of this building type from this period in Malvern and across Stonnington more broadly, including a substantial two-storey form set on a large site, setbacks to the street frontage to provide a garden setting for the building, face brick walls with fine detailing and tile-clad hipped roofs. Braemar is notable as a well-resolved example of a residential flat development designed to appear as a single residence, which was a particularly desirable characteristic of this building type in the interwar period (Criterion D).

Braemar is a well-considered and carefully detailed example of a residential flat development that displays characteristics of the Interwar Mediterranean style. Designed by architect Leslie Reed, the design – with its symmetrical H-shaped plan form and distinctive central arcaded loggia at both the ground and first floor levels of the principal elevation, together with the use of distinctive architectural elements, including textured clinker bricks, herringbone brick patterning, terracotta roof tiles and diamond-pattern glazing, and set within a garden setting – presents a picturesque composition of this architectural style (Criterion E).

**Primary sources:**

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Malvern Heritage Review, GJM Heritage (June 2021)



**HERITAGE CITATION:**

**Dixon Street Precinct, Malvern**



*Figure 1. Dixon Street, Malvern (GJM Heritage, November 2020).*

**DATE:** June 2021

## DIXON STREET PRECINCT, MALVERN

<b>Place type:</b> Residential Precinct	<b>Architect:</b> Various
<b>Construction Date:</b> 1890 - 1895	<b>Builder:</b> Various
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> See Figure 6

### Locality History

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).

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### **Precinct History**

Located between High Street to the north and Wattletree Road to the south in what is now known as the suburb of Malvern, Dixon Street is situated on land first sold in the 1850s as Crown Portions 36 and 37 in the Township of Gardiner, Parish of Prahran (Figure 2).

In the 1880s, Malvern experienced a burst of suburban development as land developers busily subdivided and auctioned choice building sites on housing estates, and builders rapidly covered them with houses. Most of the residential streets running into Glenferrie Road and High Street were created at that time, along with the main high-street commercial development. In 1885, during the height of the Victorian land boom, the Stanhope Estate was subdivided, with allotments sold off in sections by auctioneers Staples, Wise & Co to owner-occupiers, investors and speculative builders (*Herald*, 16 July 1885:4). The estate was bound by High Street to the north, Tooronga Road to the east, Wattletree Road to the south, and Thanet and Stanhope streets to the west, and created Emily (now Dalny), Harvey, Fraser, Grace (the north end), Thanet, 'Dixon', Jordan, Horace and (part of) Stanhope streets (SHC). It was described as being 'close to three railway stations, [with] magnificent situations, splendid views' and comprised approximately 600 sites (*Lorgnette*, 10 February 1885: 2). Dixon (originally 'Dixon') Street, being Section K and O on the west side of the street and Section L on the east side of the street, comprised 41 allotments, each measuring 60 x 120 feet (Figure 3).

Development of the precinct commenced in 1890, when a number of brick and timber houses were constructed on the east side of the street. An additional eight houses were constructed on the west side of the street by 1895, however the economic downturn in the 1890s soon halted progress and the remainder of the street remained largely vacant at the turn of the century (Malvern Rate Books). The extent of development in Dixon Street at this time can be seen in the 1901 Melbourne and Metropolitan Board of Works (MMBW) plan of the area (Figure 4), which shows a number of houses occupying both sides of the street to the north of Wattleree Road. Houses ranged in size from three to seven rooms and were variously occupied by owner-occupiers or let to tenants (Malvern Valuation Field Cards). Possession of a number of the houses had been transferred to banks and insurance companies at this time as a direct result of the 1890s Depression (Malvern Rate Books). Development of the street resumed in the early-to-mid twentieth century, as evidenced by a 1945 aerial photograph of the area which shows houses lining both the east and west sides of Dixon Street by this date (Figure 5).

The extant timber houses at 29-37 and 34-44 Dixon Street, to the north of Ray Street, form part of the original development of Dixon Street, having all been constructed by 1895.

2 37 10	20 6.2.24 1000	13.1.8 1000	RESERVE. 13.1.8 1000	13.1.8 1000	15 7.2.23 1130	101 7.2. 117
1 .28	33 7.2.32	35 15.1.24	36 15.1.24	37 15.1.24	38 8.3.10 1160	100 Bro 9.0.
2 .28	34 7.2.32	35 15.1.24	36 15.1.24	37 15.1.24	39 8.3.10 1170	99 Reil 9.0.
7 .28	45 7.2.32	44 15.1.24	43 15.1.24	42 15.1.24	40 8.3.10 1180	90 9.0. Rapt
8 .28 10	46 7.2.32 1000	44 15.1.24 1000	43 15.1.24 1000	42 15.1.24 1000	41 9.0.26 1200	89 9.0. 117
6 .0	58 10.0.0	60 10.0.0	62 10.0.0	65 10.0.0	68 12.0.0	88 11.2.0

Figure 2. Parish Plan of Prahran, showing the Crown portions bounded by High Street and Glenferrie Wattleree and Tooronga roads (SLV)

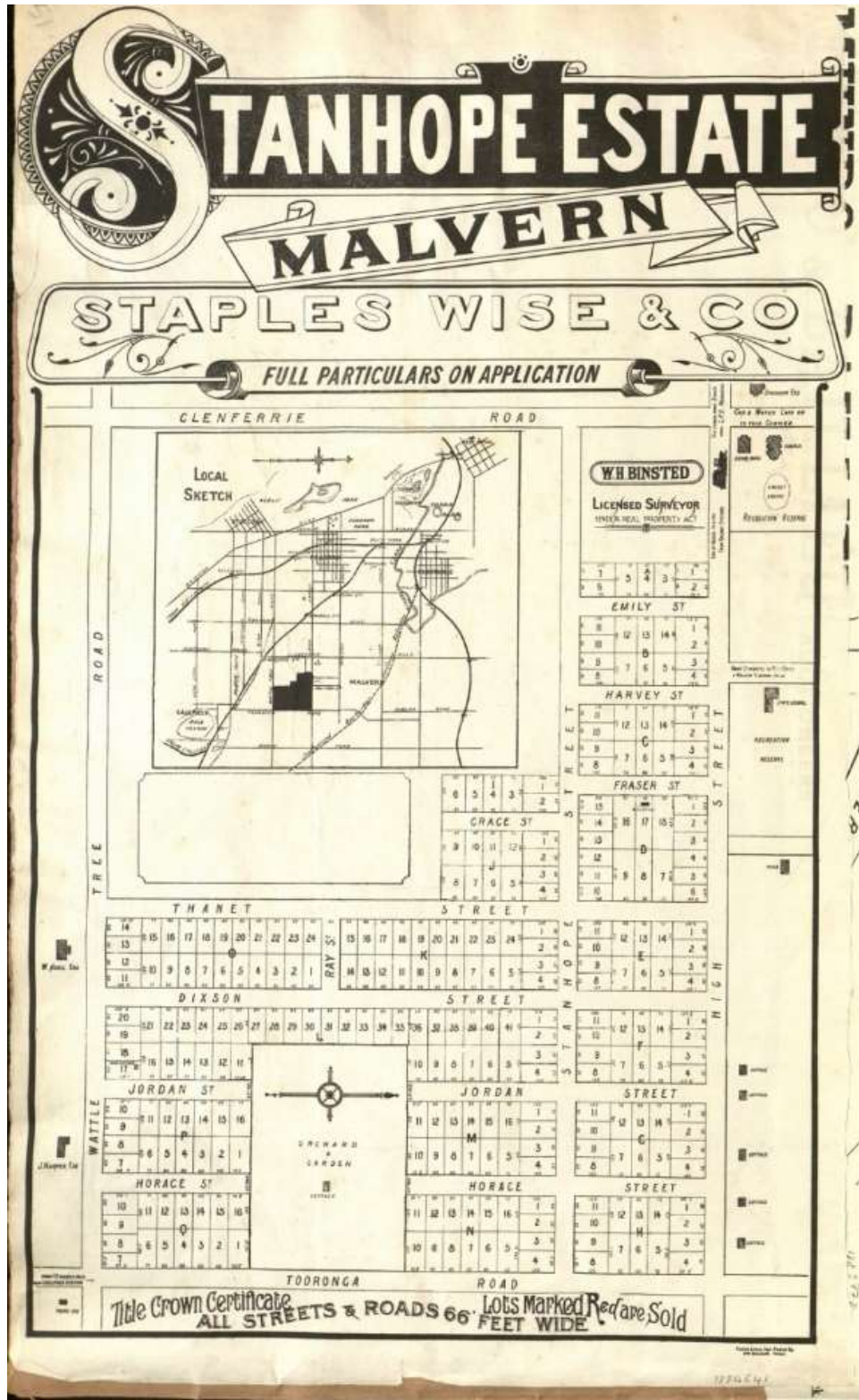


Figure 3. Auction notice for the subdivision of the Stanhope Estate, 1885 (SLV)



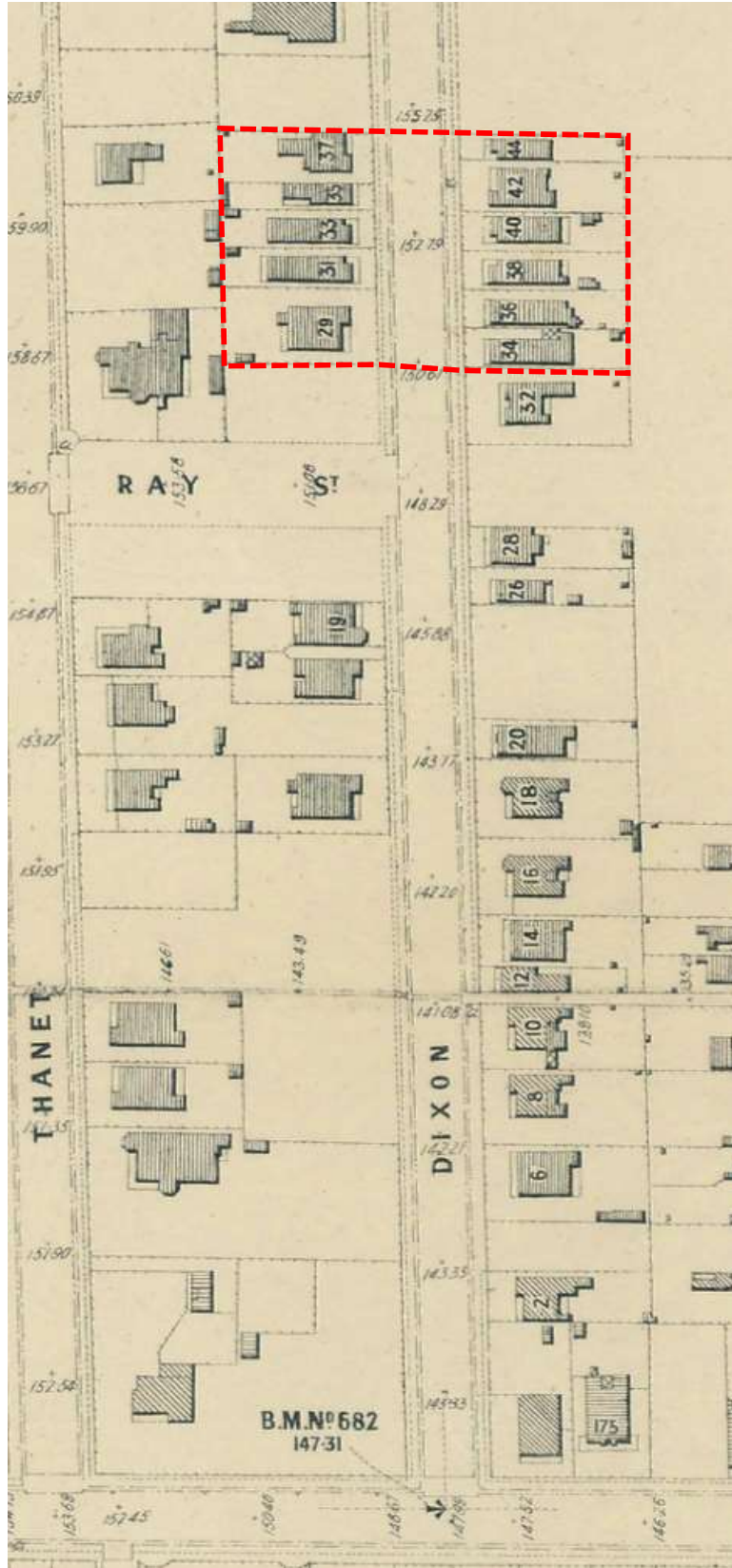


Figure 4. MMBW Plan No 61 showing development on Dixon Street to the north of Wattleree Road, 1901. The Dixon Street Precinct boundary is indicated (SLV)



*Figure 5. Detail of 1945 aerial showing houses on the west and east sides of Dixon Street. The approximate outline of the Dixon Street Precinct is indicated (Landata Victoria)*

## Description

The Dixon Street Precinct, Malvern is situated to the west of Tooronga Road, between High Street and Wattletree Road. The precinct includes 11 houses – five on the west side and six on the east side of Dixon Street – situated to the north of Ray Street. The allotments vary in size but the houses are all modest single-storey dwellings which display typical characteristics of the Victorian period. Houses are similar in scale, display similar detailing and have consistent setbacks from the street, resulting in a consistency within the streetscape.

The precinct comprises small single-storey timber Italianate houses with block-fronted principal elevations. Roofs are clad with either slate or corrugated metal (except No 44 which has a later tile-clad roof) and all eaves are bracketed. The majority of houses are single fronted with a single hipped roof to the street, however three houses are double-fronted with U-shaped hipped roofs and projecting side bays. A pair of houses at the south end (Nos 34 and 36) present single gables to the street front which are infilled with block-fronted cladding. All houses display at least one simple rendered chimney with corniced capping.

All principal elevations have corrugated steel-clad front verandahs, either undecorated or with cast iron frieze and brackets. Single fronted houses contain one principal double hung window with narrow sidelights and an adjacent entry door, while double-fronted houses contain an additional window (or windows) in the projecting side bay.

Non-original timber picket fences have been constructed at the front boundaries of all properties and rear additions appear to have been made to all properties. Two storey additions at the rear of Nos 33 and 35 are visible from the street and a gablet has been added to the front hip roof of No 35.

Wide grassed verges and established trees line the street. Kerbs and gutters are generally lined with bluestone except where later concrete crossovers have been inserted.

### Key Features:

- Strong Victorian character
- Consistent single-storey scale
- Modest-sized allotments with consistent front setbacks within the streetscape
- Detached houses with either single-fronted principal elevations or double-fronted elevations with projecting side bay
- Timber block-fronted walls to principal elevations and weatherboard walls to other elevations
- Corrugated steel and slate-clad roofs
- Hipped roof forms, with two gabled roof forms to Nos 34 and 36
- Asymmetrical front elevations
- Front verandahs
- Decorative cast ironwork to some verandahs
- Prominent chimneys with corniced capping
- Double hung windows with narrow sidelights
- Bluestone kerbs and gutters
- Tree-lined street with wide grassed verges.



## **Intactness/Integrity**

The residences within the Dixon Street Precinct are highly intact to their original construction in the early-1890s and retain a high degree of integrity to the Victorian period in fabric, form and detail.

## **Comparative Analysis**

The Dixon Street Precinct is of note as a highly intact grouping of 11 modest Victorian houses dating to the 1890s, typical of suburban development that occurred in suburbs such as Malvern, Malvern East, and Armadale in the late nineteenth century. Built within a five-year period from 1890 to 1895, the single-storey timber houses display a consistency of scale and architectural character and together present as a highly consistent grouping of Victorian houses.

A number of houses dating to the Victorian period remain within the City of Stonnington and numerous examples of these are currently included in heritage precincts throughout the municipality. They demonstrate a range of types, from elaborately detailed single and two-storey terraces designed for the upper and middle classes in the Victorian Italianate style, to more modest single-storey workers' cottages.

There are a number of comparable precincts included in the Heritage Overlay of the Stonnington Planning Scheme. These precincts contain streets of highly intact houses, generally constructed for the working and middle-classes, that date predominantly to the Victorian period. Examples of these precincts include Bowen Street Precinct, Prahran (HO124), Cambridge Street Precinct, Armadale (HO125), Aberdeen Street Precinct, Prahran (HO121), Edsall Street Precinct, Malvern (HO374), Tyrone Street Precinct, South Yarra (HO151), Portland Place Precinct, South Yarra (HO131) and the Moore and Hardy Streets Precinct, South Yarra (HO144)

### ***Bowen Street Precinct, Prahran (HO124)***

Bowen Street Precinct comprises a highly consistent streetscape of single-storey timber cottages constructed in the late nineteenth century for the working class. The high level of intactness and stylistic consistency of the cottages contributes to the significance of the place as a 'cohesive and characteristic nineteenth century working class street'.

### ***Cambridge Street Precinct, Armadale (HO125)***

Cambridge Street comprises 32 allotments that were developed simultaneously in 1887-88 with the construction of rows of identical single-storey detached timber cottages. The precinct is significant for its extremely high level of architectural cohesion, which is uncommon in the municipality, and for its high level of intactness and consistency in fabric, form and detail.

### ***Aberdeen Street Precinct, Prahran (HO121)***

The Aberdeen Street Precinct developed rapidly from c.1887, as part of the surge of development through Prahran as a result of the Victorian land boom. The precinct, comprising modest workers' cottages constructed around a narrow cul de sac, is highly intact to its nineteenth century character, with all dwellings from the original development remaining extant. The precinct is significant as a highly intact collection of late nineteenth century houses that are highly consistent in fabric, form, detail, and architectural character, and for its clear association with suburban development in the municipality in the Victorian period.

### ***Edsall Street Precinct, Malvern (HO374)***

Edsall Street developed during the late nineteenth and early twentieth century. The precinct, with the earliest dwellings dating to the 1880s land boom and later dwellings dating from the 1910s, comprises a substantially intact streetscape of Victorian timber cottages and villas and Federation-era red brick semi-detached pairs. The place is significant for its clear association with two major phases of suburban development in Malvern and for the high level of intactness and consistency in architectural character, form, scale and setbacks.

### ***Tyrone Street Precinct, South Yarra (HO151)***

Tyrone Street formed part of one of the earliest subdivisions in the area, though development within the street did not commence until the late-1880s. The street comprises a row of single-storey working class residences that are typical examples of small Victorian cottages within the City of Stonnington. The precinct is primarily significant as a reminder of the types of housing and street patterns that were once common throughout the suburb of Prahran.

### ***Portland Place Precinct, South Yarra (HO131)***

Portland Place Precinct is located in South Yarra alongside the Sandringham railway line cutting. Developed during the 1880s land boom, the precinct comprises a varied collection of late-nineteenth century houses that are typical of the Victorian period in which they were constructed. The unusual street layout and diversity of housing stock contributes to the significance of the place.

### ***Moore and Hardy Streets Precinct, South Yarra (HO144)***

The Moore and Hardy Streets Precinct is a residential area that developed from the 1850s through to the 1890s. It retains a collection of relatively intact single-storey, single-fronted cottages that were once common throughout the municipality. The consistency in form, scale and setback of the houses within the precinct contributes to the significance of the place.

### ***Conclusion***

The above comparative examples all contain streets of generally highly intact houses dating to the Victorian period, which illustrate significant suburban development in the City of Stonnington in the late nineteenth century. These houses display characteristics typical of the Victorian period. The resulting Victorian streetscapes in these precincts display a high degree of integrity and are generally consistent in both scale and architectural character. The Cambridge Street Precinct, Bowen Street Precinct and Aberdeen Street Precinct are of particular note for their high degree of architectural cohesion.

The Dixon Street Precinct is comparable in quality to these precincts. The Dixon Street Precinct comprises a grouping of 11 highly intact houses which were built in the early 1890s as part of the earliest development of Dixon Street and contribute to a streetscape of high integrity, uniformity of scale and distinctive architectural character.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The Dixon Street Precinct is illustrative of the suburban development of Malvern during the boom period of the 1880s and early 1890s. In this period, extensive tracts of land in Malvern – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of working and middle-class housing. Constructed as part of the Stanhope Estate subdivision, the Dixon Street Precinct clearly illustrates this important phase of development in the City of Stonnington.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The Dixon Street Precinct forms a fine and highly intact representative group of residences built in the 1890s. Together these houses display typical features of the Italianate architectural style popular in Malvern and across Victoria more broadly in the Victorian period, including a consistent use of materials and elements, such

as timber construction with timber block-fronted walls to principal elevations, hipped or gable-end roofs clad in slate or metal sheeting, post-supported hipped roof verandahs, some with decorative cast ironwork, and prominent chimneys with corniced cappings.

**Criterion E: Importance in exhibiting particular aesthetic characteristics**

The Dixon Street Precinct forms a unified group of residences dating to the Victorian period. Comprising a small group of 11 modest timber block-fronted houses, the consistent application of materials and the variety of detailing – such as hipped or gable-ended roof forms, post-supported verandahs, decorative cast-iron friezes and brackets, prominent chimneys, and double hung windows with narrow sidelights – in conjunction with their garden settings and the tree-lined street, presents a highly picturesque grouping of Victorian houses.

**Grading and Recommendations**

It is recommended that the precinct be included in the Heritage Overlay of the Stonnington Planning Scheme.

The gradings of properties within the precinct are as follows:

Address	Grading
29 Dixon Street	Contributory
31 Dixon Street	Contributory
33 Dixon Street	Contributory
35 Dixon Street	Contributory
37 Dixon Street	Contributory
34 Dixon Street	Contributory
36 Dixon Street	Contributory
38 Dixon Street	Contributory
40 Dixon Street	Contributory
42 Dixon Street	Contributory
44 Dixon Street	Contributory

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No



## Extent of the Recommended Heritage Overlay

To the extent of the property boundaries, as shown in Figure 6 below.



Figure 6. Recommended Extent of Heritage Overlay and proposed gradings

## 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 Historical Aerial Photograph Library.
- Malvern Rate Books.
- Malvern Valuation Books.
- Melbourne and Metropolitan Board of Works Plan No 61, Malvern, 1901.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Stanhope Estate Plan of Subdivision, 1885.
- Stonnington History Centre (SHC).
- The Herald*.
- The Lorgnette*.
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.

# Dixon Street Precinct, Malvern: Statement of Significance, June 2021

Heritage place: Dixon Street Precinct, Malvern

PS ref no.: TBC



Dixon Street, Malvern (November 2020).



### ***What is significant?***

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The Dixon Street Precinct, Malvern, part of an 1890-1895 subdivision development of the Stanhope Estate, containing a collection of 11 Victorian houses.

The precinct comprises 29-37 and 34-44 Dixon Street, Malvern.

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

- Strong Victorian character
- Consistent single-storey scale
- Modest-sized allotments with consistent front setbacks within the streetscape
- Detached houses with either single-fronted principal elevations or double-fronted elevations with projecting side bay
- Timber block-fronted walls to principal elevations and weatherboard walls to other elevations
- Corrugated steel and slate-clad roofs
- Hipped roof forms, with two gabled roof forms to Nos 34 and 36
- Asymmetrical front elevations
- Front verandahs
- Decorative cast ironwork to some verandahs
- Prominent chimneys with corniced capping
- Double hung windows with narrow sidelights
- Bluestone kerbs and gutters
- Tree-lined street with wide grassed verges.

Later alterations and additions to the properties are not significant.

### ***How is it significant?***

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The Dixon Precinct, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

### ***Why is it significant?***

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The Dixon Street Precinct is illustrative of the suburban development of Malvern during the boom period of the 1880s and early 1890s. In this period, extensive tracts of land in Malvern – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of working and middle-class housing. Constructed as part of the Stanhope Estate subdivision, the Dixon Street Precinct clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

The Dixon Street Precinct forms a fine and highly intact representative group of residences built in the 1890s. Together these houses display typical features of the Italianate architectural style popular in Malvern and across Victoria more broadly in the Victorian period, including a consistent use of materials and elements, such as timber construction with timber block-fronted walls to principal elevations, hipped or gable-end roofs clad in slate or metal sheeting, post-supported hipped roof verandahs, some with decorative cast ironwork, and prominent chimneys with corniced cappings (Criterion D).

The Dixon Street Precinct forms a unified group of residences dating to the Victorian period. Comprising a small group of 11 modest timber block-fronted houses, the consistent application of materials and the variety of detailing – such as hipped or gable-ended roof forms, post-supported verandahs, decorative cast-iron friezes and brackets, prominent chimneys, and double hung windows with narrow sidelights – in conjunction with their garden settings and the tree-lined street, presents a highly picturesque grouping of Victorian houses (Criterion E).

**Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

**Gradings:**

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<b>Address</b>	<b>Grade</b>
29 Dixon Street	Contributory
31 Dixon Street	Contributory
33 Dixon Street	Contributory
35 Dixon Street	Contributory
37 Dixon Street	Contributory
34 Dixon Street	Contributory
36 Dixon Street	Contributory
38 Dixon Street	Contributory
40 Dixon Street	Contributory
42 Dixon Street	Contributory
44 Dixon Street	Contributory

**HERITAGE CITATION:**

**Northbrook Avenue Precinct, Malvern**



Figure 1. (R-L, starting at top) 1, 3, 5 & 7 Northbrook Avenue and 1261 & 1263 High Street, Malvern (GJM Heritage, November 2020).

DATE: June 2021



<b>Place type:</b> Residential Precinct	<b>Architect:</b> Various
<b>Construction Date:</b> 1932-37	<b>Builder:</b> Various
<b>Recommendation:</b> Include in the Heritage Overlay as a Heritage Precinct by extending HO440 (currently applied to 1263 High Street) to also cover 1, 3, 5 & 7 Northbrook Avenue and 1261 High Street, Malvern.	<b>Extent of Overlay:</b> See Figure 13

### Locality History

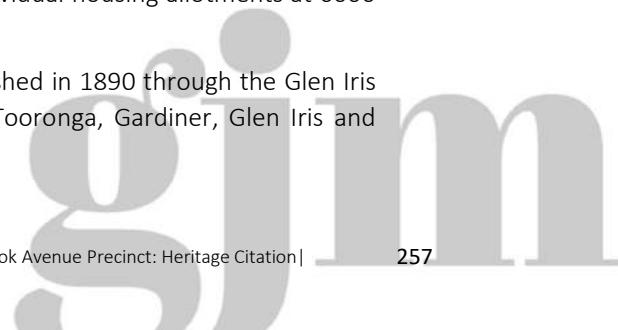
The City of Stonnington stands on the Traditional Lands of the Woi wurrung and Boon Wurrung Peoples of the East Kulin Nations. Archaeologists believe that Aboriginal People have been in Victoria for more than 30,000 years. Throughout this long history their relationship with the landscape (where and 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**

*[Note: the history of Northbrook House and Stables is drawn from Northbrook House and Stables Background Document, revised by GJM 2021, with additional information as cited].*

Bounded by the current Malvern Cricket Ground to the west, High Street to the south and Spring Road to the east in what is now known as the suburb of Malvern, the Northbrook Avenue Precinct is situated on land first sold between 1854 and 1858 to speculative buyers ‘A Greeves and others’, as Crown Portion 18 in the Township of Gardiner, Parish of Prahran (Figure 2). Northbrook Avenue was laid out by 1902. Originally called Queens Parade, in 1917 residents wrote to Council requesting the name of the street be renamed Northbrook Avenue (*Malvern Standard*, 20 October 1917:5).

In 1888, at the height of the land boom in Melbourne, auctioneer, real estate agent and land speculator, Donald Munro (son of former Premier of Victoria, James Munro), constructed a 10-roomed, single-storey brick house, called ‘Northbrook’, on 3 acres (1.2 ha) of land he had acquired within this allotment. The house, with frontage to High Street, was designed by prominent architect, Charles D’Ebro. Financial difficulties forced

Munro to sell 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' (*Age*, 26 Aug 1896:4).

Daly resided at Northbrook until his death in 1929. Following his death, the residence was advertised for sale as either a family home or a speculation for subdivision (*Argus*, 11 September 1929:5). Selling for £9,650, the estate was subdivided as the Northbrook Estate, comprising four allotments with frontages to Northbrook Avenue and four allotments with frontages to High Street (Figure 4). 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 November 1929:15). The individual lots were offered for sale in November 1929. Lots 1 to 4 (those fronting Northbrook Avenue) were sold first, with the first house within the estate, a two-storey brick house with seven rooms, constructed at 3 Northbrook Avenue (Lot 3) in 1932-3 (Malvern Valuation Field Card; Malvern Rate Books). The erection of houses at 1, 5 and 7 Northbrook Avenue followed in quick succession and by 1936 development on the west side of Northbrook Avenue was complete. The two-storey brick duplex at 1261 High Street (Lot 6 of the Northbrook Estate) was erected the same year to designs by architects, Hughes and Orme, who were also responsible for the design of 1 Northbrook Avenue (Malvern Valuation Field Card; SHC). 7 Northbrook Avenue was designed by architect, J W Roberts. The houses in Northbrook Avenue were originally owned by Mrs Violet Miles (1 Northbrook Avenue), Mrs Hannah Lockwood (3 Northbrook Avenue), and brothers Mr Robert Hugh Cornwell (5 Northbrook Avenue) and Mr Henry Cornwell (7 Northbrook Avenue).

The following year, in 1937, a substantial two-storey building was constructed on Lot 5 of the Northbrook Estate, at the corner of Northbrook Avenue and High Street, making development within the precinct complete. Comprising four maisonettes with individual garages, *Colwyn* was constructed for and by owner and builder, S Anwyl, to a design by architect, J.H. Esmond Dorney (SHC, SM). Each maisonette comprised living areas on the ground level and two bedrooms plus a 'sleep out' on the upper level (SHC). The maisonettes were first sold in May 1938 (*Argus*, 30 May 1938:2).

The remaining two lots within the Northbrook Estate, comprising Lot 7 and 9 and fronting High Street, remained part of the Northbrook House land holding (Figure 6). The Northbrook site was acquired by Malvern City Council in 1945 (SHC).

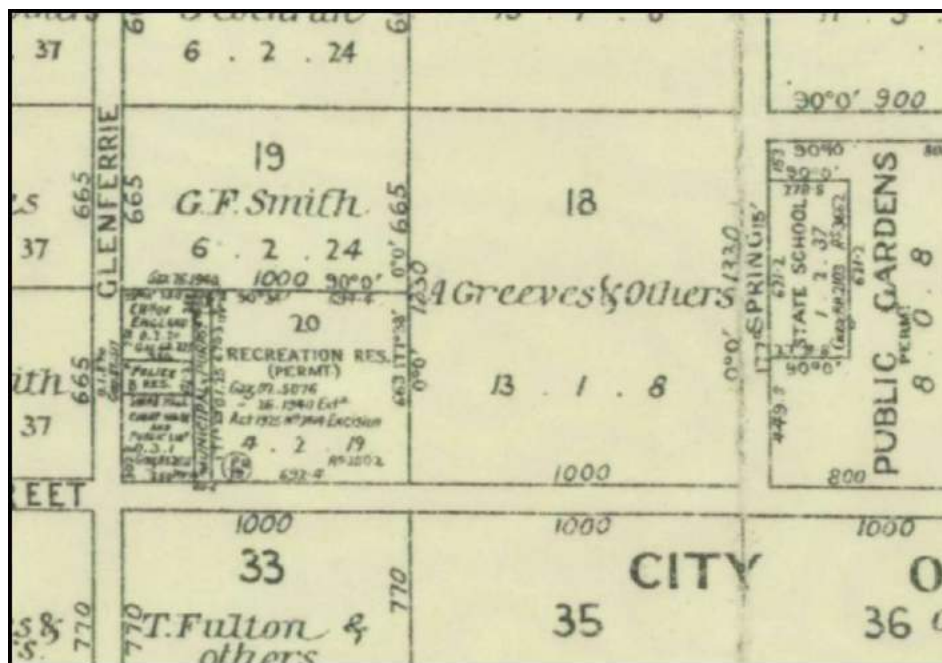


Figure 2. Detail of Parish Plan of Prahran, County of Bourke, showing Crown Portion 18, 1882 (SLV)

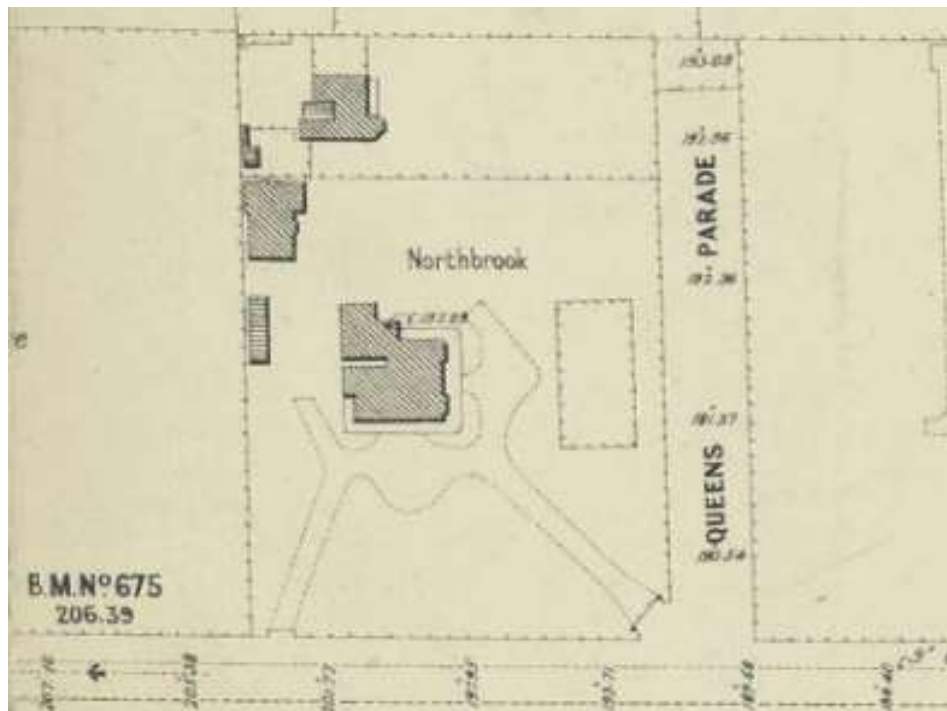


Figure 3. MMBW Base Plan No 59 showing Northbrook House prior to subdivision of the estate, 1902. Northbrook Avenue was called Queens Parade at this time (SLV)

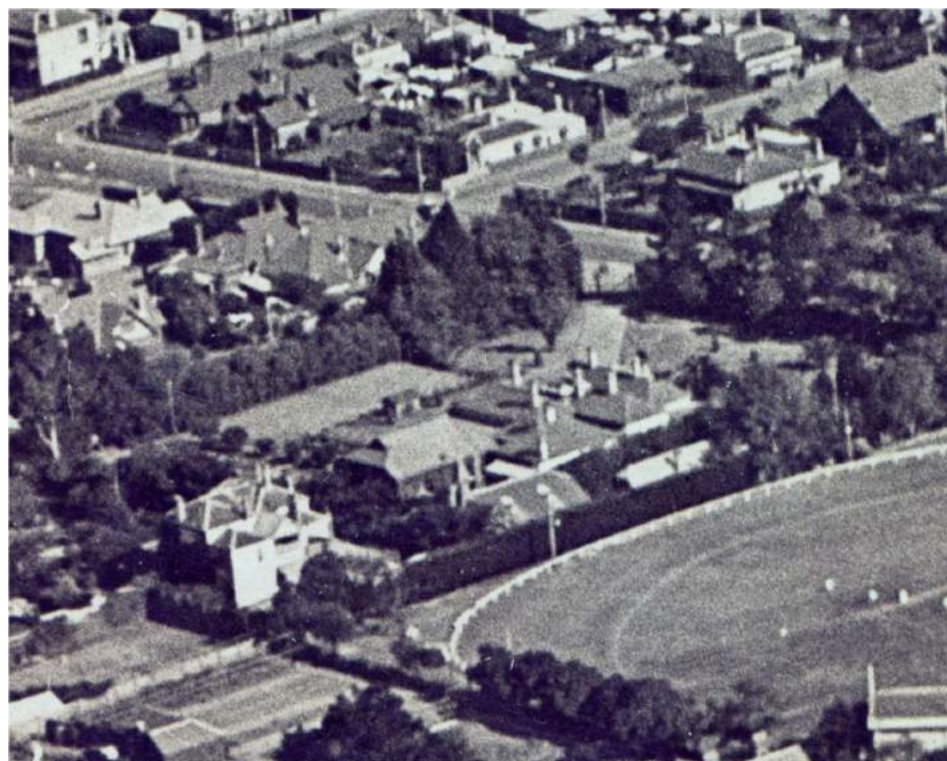


Figure 4. Looking across the Malvern Cricket Ground towards Northbrook House, 1920 (SLV)

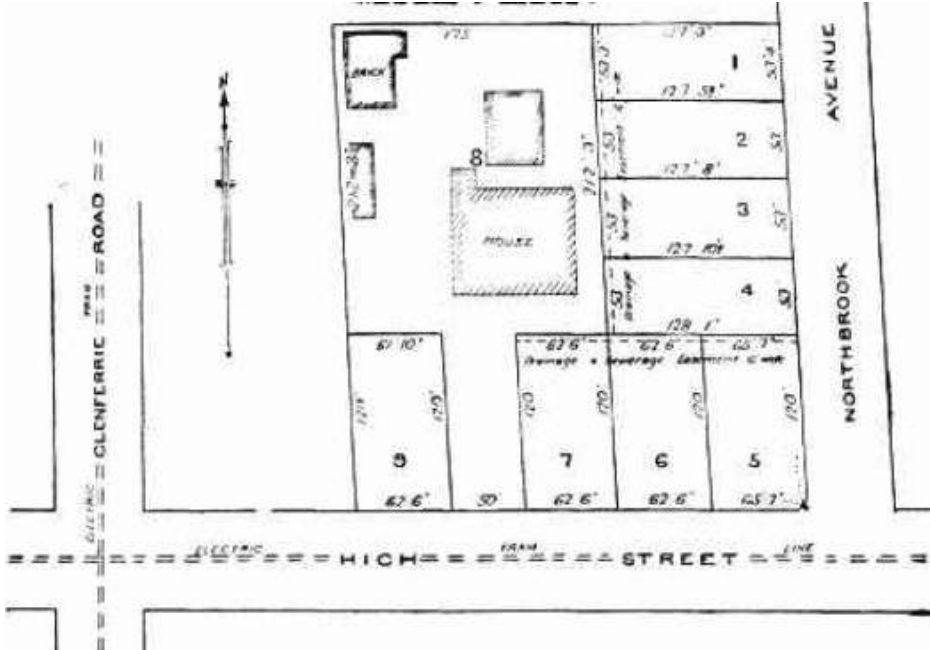


Figure 5. Auction notice for the subdivision of Northbrook Estate, 1929 (Herald, 16 November 1929, p.6)

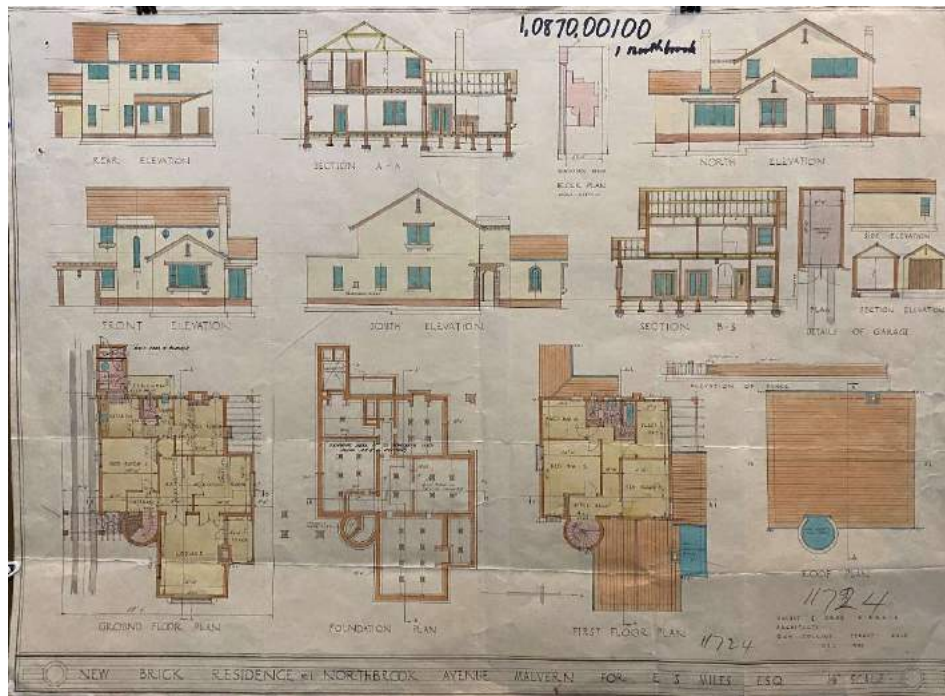


Figure 6. Designs for 1 Northbrook Avenue, Malvern by architects, Hughes & Orme, 1933 (SHC)



Figure 7. Illustration of 1 Northbrook Avenue, Malvern by architects, Hughes & Orme, 1934 (Herald, 14 February 1934, p.19)

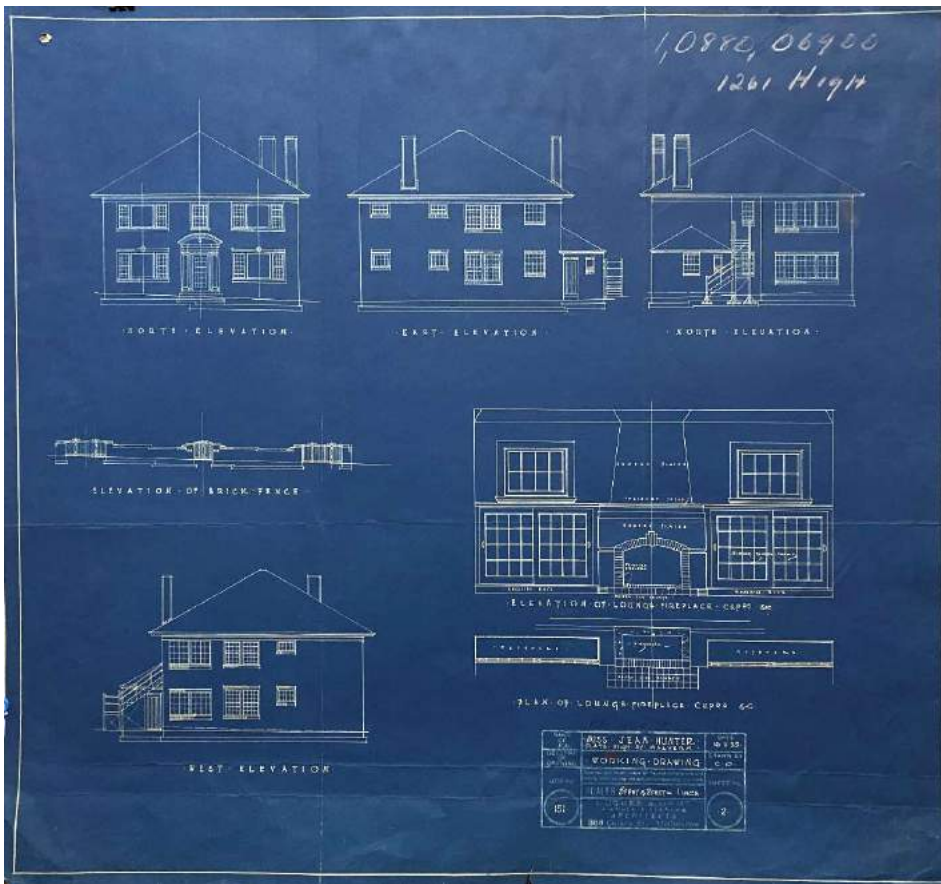


Figure 8. Designs for 1261 High Street, Malvern by architects, Hughes & Orme, 1935 (SHC)

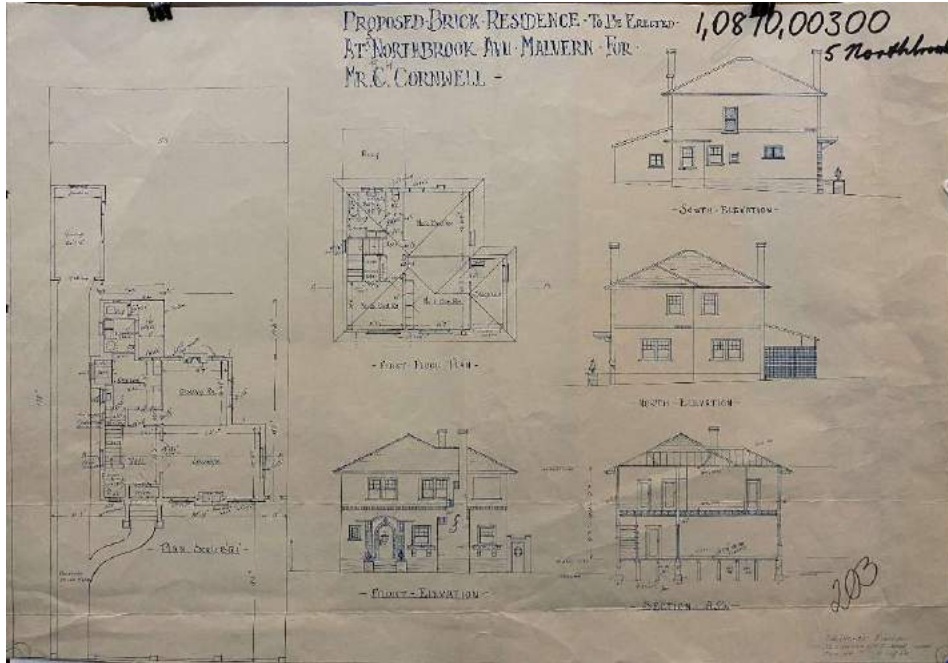


Figure 9. Designs for 5 Northbrook Avenue, Malvern, no date (SHC)



Figure 10. Designs for 7 Northbrook Avenue, Malvern by architect, J W Roberts, 1934 (SHC)



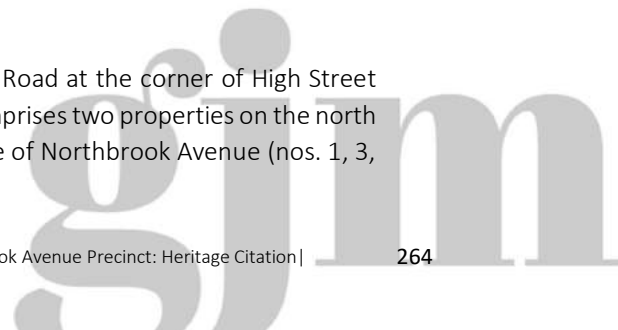
*Figure 11. Detail of aerial showing Northbrook House and houses with frontages to Northbrook Avenue and High Street, 1945 (Landata)*



*Figure 12. Building Malvern Library, 1957. Rear of Northbrook Avenue houses can be seen (SHC)*

### **Description**

Northbrook Avenue Precinct, Malvern is situated to the east of Glenferrie Road at the corner of High Street and Northbrook Avenue. It is a small interwar residential precinct which comprises two properties on the north side of High Street (nos. 1261 & 1263) and four properties on the west side of Northbrook Avenue (nos. 1, 3,





5 & 7). All residential buildings were constructed between 1932 and 1937 and include four houses, one duplex and one block of four masonettes (Colwyn) at the corner of High Street and Northbrook Avenue.

All buildings are of substantial brick construction with tiled roofs and they display characteristics of a range of interwar styles. These include Georgian Revival (1261 High Street), 'Prairie School' inspired design (1263 High Street), and variations of the English Domestic Revival style (Northbrook Avenue houses). Characteristics of the streamlined Moderne style are evident in particular elements and detailing at 1 Northbrook Avenue and 1263 High Street.

### **1261 High Street**

The duplex at 1261 High Street is a two-storey brick building with tile-clad pyramidal roof form and broad, timber-lined eaves. The principal (south) elevation is symmetrical with central entrance and multi-paned double hung window above, and flanking sets of windows (with fixed central sashes and multi-paned double hung side windows) at both ground and first floor level. Flush soldier brick courses line the sills and heads of window openings and a broken segmental pediment, supported on ribbed pilasters, surrounds the central entrance.

A high brick wall has been constructed at the front boundary at a later stage.

### **1263 High Street**

*The following description for this place is from Context P L, 'Residential Flats in Stonnington', 2013.*

Colwyn Flats, 1263 High Street, Malvern, is a large two-storey building at the corner of High Street and Northbrook Avenue, with the principal facade to Northbrook. There is a private garden on the High Street side, concealed behind a hedge. There is a lesser setback on the Northbrook Avenue side. The entire site is bounded by a low rendered fence with a clinker brick plinth and piers. Clinker brick steps lead to the main entrance on Northbrook Avenue.

The building has wide eaves, and a long hip roof clad in Marseille tiles. It has three projecting hip-roof bays, at either end of the Northbrook elevation, and at the centre of the High Street elevation. Chimneys are plain, with square, rendered shafts. The walls are finished in smooth render with banded tapestry brick accents and a clinker brick plinth.

The Northbrook (east) elevation is symmetrically arranged, with a central entrance and breakfronts at either end. The building is given further vertical emphasis by giant-order pilasters with abstracted tapestry brick 'capitals' below the eaves, both to the breakfronts and the central part of the wall. Between the pilasters are tapestry brick spandrels. The projecting breakfront bays have curved corners that stop short of the eaves.

The wide, nearly flat eaves, intricate pilaster capitals, and framing of the breakfronts with masses that stop short of the eaves all show the influence of the Prairie Style, and are particularly reminiscent of Frank Lloyd Wright's Unity Temple (Chicago, 1906). A bay of giant-order pilasters beneath wide, flat eaves are also seen in Wright's designs such as the Dr John Storer House in Los Angeles of 1923.

The entrance is set below a curved concrete hood supported on massive curved corbels, and the doorway is outlined in tapestry brick 'quoins'. Above the entrance hood are render fins which step upward suggesting the Jazz Moderne. Windows are a mix of eight-over-eight double-hung sashes and eight- and twelve-pane casements.

The High Street elevation repeats the breakfront with curved corners and giant-order pilasters, but the rest of the wall is much simpler. The door is set under a flat roof supported on a pier.



At the rear of the site there are garages, entered both from High and Northbrook streets. They are rendered with a smaller version of the fin decoration from over the building entries. The garage doors have been replaced.

The only other alteration noted is the overpainting of some of the brick fence piers.

### ***1 Northbrook Avenue***

The house at 1 Northbrook Avenue is a two-storey building with rendered walls set on a brick base (overpainted). The tile-clad roof comprises a transverse gable over the rear two-storey section and a perpendicular gable over the projecting single-storey front bay. A prominent parapeted circular tower, containing the entry porch, is located at the junction of these two gables. Window openings have angled heads, and include a tripartite group at the front gable, a tall window in the tower and faceted circular windows. The main windows have applied frames and projecting incised curved horizontal elements both above and below, the latter supported on corbelled brick brackets.

A fence with clinker brick base and random stonework above, and a pair of wrought iron gates, lines the front boundary and the central driveway strip is paved in random stonework.

### ***3 Northbrook Avenue***

The house at 3 Northbrook Avenue is a two-storey building of face clinker brick with tile-clad, broad-eaved hipped roofs, comprising a main pyramidal form and subsidiary hipped bays to the front and rear, and two tall chimneys. The principal (east) elevation is asymmetrically composed with gabled entry porch, a variety of window types and classical detailing.

A fence built from a variety of clinker and textured bricks in horizontal, vertical and diagonal patterns, a pair of metal gates and a single gate, line the front boundary.

### ***5 Northbrook Avenue***

The house at 5 Northbrook Avenue is a two-storey brick building with tile-clad hipped roof forms. The asymmetrically composed principal (east) elevation comprises two prominent elements – a tall, rendered chimney with stepped breast and random brick highlighting, and a porch with segmental arched canopy. Double hung windows with multi-paned upper sashes punctuate the principal elevation.

A low clinker brick fence, with a pair of wrought iron gates, lines the front boundary.

### ***7 Northbrook Avenue***

The house at 7 Northbrook Avenue is a single storey building of face clinker brick with tile-clad longitudinal hipped roof and tall rendered chimneys. The asymmetrical principal (east) elevation comprises a large side gable, with flush segmental arched brick feature panel above a tripartite window set, and an adjacent porch.

A low clinker brick fence, with a pair of wrought iron gates, lines the front boundary.

### ***Key Features of the Precinct***

- Strong Interwar character demonstrating a variety of Interwar architectural styles
- Consistent front setbacks within respective streetscapes
- Brick construction, both face clinker brick and rendered, with tiled roofs
- Predominantly hipped roof forms
- Predominantly asymmetrical front elevations
- One and two-storey scale

- Tall prominent chimneys
- Predominantly original fences and gates, including some highly distinctive brickwork
- Garden settings.

### **Intactness/Integrity**

The residences within the Northbrook Avenue Precinct retain a high degree of integrity to the interwar period in fabric, form and detail. While the residences have undergone some minor alterations and additions, these do not diminish the ability to understand and appreciate the place as a finely detailed and picturesque precinct dating to the mid-1930s.

### **Comparative Analysis**

The Northbrook Avenue Precinct is of note as a representative and highly intact group of 1930s houses and maisonettes, typical of suburban development that occurred in suburbs such as Malvern, Malvern East, Toorak and Armadale in the interwar period. This section of Northbrook Avenue and High Street developed over a short period of time, after the subdivision and sale of land in the Northbrook Estate in 1929. This precinct of substantial one and two-storey houses and maisonettes displays a consistency of scale, and distinctive architectural character which draws on a range of styles popular during the interwar period, including English Domestic Revival and Georgian Revival.

A number of comparable precincts are included in the Heritage Overlay of the Stonnington Planning Scheme including the Alexandra Avenue Precinct, South Yarra (HO122), Linden Court/Jessamine Avenue/Kenleigh Grove Precinct, Prahran (HO141), Montalto Avenue/Stradbroke Avenue/Clendon Road/Toorak Road Precinct, Toorak (HO143), Kooyong Precinct, Kooyong (HO181), Huntingfield Road Precinct, Toorak (HO347), St Georges Court Precinct, Toorak (HO348), Coolgardie Avenue Precinct, Malvern East (HO350) and the Heatherleigh Place Precinct, Malvern East (HO357). While a number of these precincts are larger in area than the Northbrook Avenue Estate Precinct, they contain comparable streets of highly intact houses dating to the interwar period. Of most relevance are those smaller precincts that cover a single streetscape:

#### ***Huntingfield Road Precinct, Toorak (HO347)***

Huntingfield Road Precinct developed through the 1934 subdivision of two nineteenth century estates located near the intersection of Toorak and Kooyong Roads in Toorak. Developed by architect Arnaud Wright and his partner, Edith Overell, the precinct contains a consistent streetscape of largely intact two-storey houses designed in the Georgian Revival style by a number of prominent architects. The intactness, quality of design and the surrounding trees and gardens contribute to the significance of the place as a fine and distinctive example of residential development in the interwar period in Toorak.

#### ***St Georges Court Precinct, Toorak (HO348)***

St Georges Court is a small cul de sac located off St Georges Road in Toorak. The precinct, developed as a result of the 1938 subdivision of a large Federation property in St Georges Road, comprises a substantially intact streetscape of houses and maisonettes dating to the interwar period. A number of the houses within the precinct were designed by notable architects, including Marcus Martin & Tribe, A. Mortimer McMillan and Billson & Mewton and the place is significant as a fine and representative example of residential development in the interwar period in Toorak.

#### ***Heatherleigh Place Precinct, Malvern East (HO357)***

Heatherleigh Place Precinct is located in a small cul de sac off Orville Street in Malvern East. Developed by a single building company for a middle-class clientele, the precinct comprises a highly intact and consistent

streetscape of single-storey houses dating to the interwar period and is significant as a fine and distinctive example of residential development in the interwar period in Malvern East.

### ***Conclusion***

The above comparative examples all contain streets of highly intact houses dating to the interwar period, which illustrate significant suburban development in the City of Stonnington in the mid-twentieth century. These houses – both modest and large – display characteristics typical of the interwar period. The resulting interwar streetscapes in these precincts display a high degree of integrity and are highly consistent in both scale and architectural character.

The Northbrook Avenue Precinct is comparable in quality to these precincts. The Northbrook Avenue Precinct contains substantial houses and maisonettes which were all built in the 1930s. These houses contribute to a streetscape of high integrity, uniformity of scale, and distinctive architectural character.

### **Assessment against Criteria**

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The Northbrook Avenue Precinct is illustrative of the suburban development of Malvern in the interwar period when a substantial number of residential flats/maisonettes and individual residences were constructed across the suburb. This was largely a result of rising labour and materials costs following World War I, which made the cost of maintaining grand Victorian and Federation-era mansions difficult and led to a significant increase in the subdivision of large estates across the municipality. The Northbrook Avenue Precinct clearly illustrates this important phase of development in the City of Stonnington.

#### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The Northbrook Avenue Precinct is a fine and highly intact example of a cohesive middle-class interwar residential precinct. Together these houses display typical features of a variety of architectural styles popular in Malvern and across Victoria more broadly in the interwar period, including English Domestic Revival, Georgian Revival, Moderne and the Prairie Style. These include predominantly two-storey building forms, clinker brick and rendered brick walls, tiled roofs, hipped roof forms, prominent chimneys, generous front gardens and brick front fences.

#### ***Criterion E: Importance in exhibiting particular aesthetic characteristics***

The Northbrook Avenue Precinct forms a unified group of predominantly architect-designed residences dating to the interwar period. The consistent application of high-quality materials and detailing, such as prominent chimneys, face clinker and rendered brick construction and masonry fences (some with highly distinctive brickwork), in conjunction with their garden settings, presents a highly picturesque streetscape.

### **Grading and Recommendations**

It is recommended that the place be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage precinct. It is recommended that HO440 (currently applied to 1263 High Street) be extended to also cover 1, 3, 5 & 7 Northbrook Avenue and 1261 High Street, Malvern. The gradings of properties within the precinct are as follows:

Address		Grading
1 Northbrook Avenue		Contributory
3 Northbrook Avenue		Contributory
5 Northbrook Avenue		Contributory
7 Northbrook Avenue		Contributory
1261 High Street	<i>Also 1/1261 High Street</i>	Contributory
1263 High Street	<i>Also known as 1-4/1263 High Street</i>	Significant

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – fences to 1, 3, 5 & 7 Northbrook Avenue and 1263 High Street
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundaries, as shown in Figure 13 below.



Figure 13. Recommended Extent of Heritage Overlay with proposed grading

### References

Built Heritage, *Balwyn and Balwyn North Heritage Study*, August 2015.

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 Historical Aerial Photograph Library.

Malvern Rate Books.

*Malvern Standard.*

Malvern Valuation Field Cards.

Melbourne and Metropolitan Board of Works Plan No 59, Malvern, 1902.

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

Parish Plan of Prahran, County of Bourke, 1882.

Stonnington History Centre (SHC).

*The Age.*

*The Argus.*

*The Herald.*

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

# Northbrook Avenue Precinct, Malvern: Statement of Significance, June 2021

Heritage place: Northbrook Avenue Precinct, Malvern

PS ref no.: TBC



*1, 3, 5 & 7 Northbrook Avenue and 1261 & 1263 High Street, Malvern (November 2020).*



### ***What is significant?***

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The Northbrook Avenue Precinct, Malvern, a 1930s subdivision development of the Northbrook Estate, containing a collection of substantial Interwar houses.

The precinct comprises 1, 3, 5 & 7 Northbrook Avenue and 1261 & 1263 High Street, Malvern.

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

- Strong Interwar character demonstrating a variety of Interwar architectural styles
- Consistent front setbacks within respective streetscapes
- Brick construction, both face clinker brick and rendered, with tiled roofs
- Predominantly hipped roof forms
- Predominantly asymmetrical front elevations
- One and two-storey scale
- Tall prominent chimneys
- Predominantly original fences and gates, including some highly distinctive brickwork
- Garden settings.

Later alterations and additions to the properties are not significant.

### ***How is it significant?***

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The Northbrook Avenue Precinct, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

### ***Why is it significant?***

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The Northbrook Avenue Precinct is illustrative of the suburban development of Malvern in the interwar period when a substantial number of residential flats/maisonettes and individual residences were constructed across the suburb. This was largely a result of rising labour and materials costs following World War I, which made the cost of maintaining grand Victorian and Federation-era mansions difficult and led to a significant increase in the subdivision of large estates across the municipality. The Northbrook Avenue Precinct clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

The Northbrook Avenue Precinct is a fine and highly intact example of a cohesive middle-class interwar residential precinct. Together these houses display typical features of a variety of architectural styles popular in Malvern and across Victoria more broadly in the interwar period, including English Domestic Revival, Georgian Revival, Moderne and the Prairie Style. These include predominantly two-storey building forms, clinker brick and rendered brick walls, tiled roofs, hipped roof forms, prominent chimneys, generous front gardens and brick front fences (Criterion D).

The Northbrook Avenue Precinct forms a unified group of predominantly architect-designed residences dating to the interwar period. The consistent application of high-quality materials and detailing, such as prominent chimneys, face clinker and rendered brick construction and masonry fences (some with highly distinctive brickwork), in conjunction with their garden settings, presents a highly picturesque streetscape.

**Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

**Gradings:**

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Address	Grading
1 Northbrook Avenue	Contributory
3 Northbrook Avenue	Contributory
5 Northbrook Avenue	Contributory
7 Northbrook Avenue	Contributory
1261 High Street (also 1/1261 High Street)	Contributory
1263 High Street (1-4/1263 High Street)	Significant

**HERITAGE CITATION:**

**Row at 105-119 Tooronga Road, Glen Iris**



*Figures 1 & 2. Tooronga Road, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

## ROW OF VICTORIAN HOUSES, 105-119 TOORONGA ROAD, GLEN IRIS

<b>Place type:</b> Residential Precinct	<b>Architect:</b> Various
<b>Construction Date:</b> 1889-1890	<b>Builder:</b> Various
<b>Recommendation:</b> Include in the Heritage Overlay	<b>Extent of Overlay:</b> See Figure 6

### Locality History

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**

Located between High Street to the north and Wattletree Road to the south on the border of the suburbs of Malvern and Glen Iris, this section of Tooronga Road is situated on land first sold in the 1850s in the Township of Gardiner, Parish of Prahran (Figure 3). Tooronga Road was originally called Nash's Road; its name was changed in 1872 at the request of Gardiner Shire councillors (*Argus*, 18 May 1872:2).

In the 1880s, Malvern experienced a burst of suburban development as land developers busily subdivided and auctioned choice building sites on housing estates, and builders rapidly covered them with houses. Most of the residential streets running into Glenferrie Road and High Street were created at that time, along with the main high-street commercial development. In 1885, during the height of the Victorian land boom, the Stanhope Estate was subdivided, with allotments sold off in sections by auctioneers Staples, Wise & Co to owner-occupiers, investors and speculative builders (*Herald*, 16 July 1885:4). The estate was bound by High Street to the north, Tooronga Road to the east, Wattletree Road to the south, and Thanet and Stanhope streets to the west, and created Emily (now Dalny), Harvey, Fraser, Grace (the north end), Thanet, 'Dixson', Jordan, Horace and (part of) Stanhope streets (Figure 3). It was described as being 'close to three railway stations, [with] magnificent situations, splendid views' and comprised approximately 600 sites (*Lorgnette*, 10 February 1885: 2). 15 allotments, across Sections H, N and Q, had frontages to Tooronga Road.

The row of houses at 105-119 Tooronga Road comprised Lots 1 to 5 within Section Q of the Stanhope Estate and were the first houses within the estate to be constructed on Tooronga Road. These lots were sold to various owners in 1888. The following year, brick and timber houses, ranging from three to five rooms, had been constructed on the lots at nos. 107-113 and 117. A further two houses were in course of erection at nos. 105 and 117 (Malvern Valuation Book Central Riding 1889). Development of the row was complete by 1890 with the construction of a five-roomed brick house at no.119 (Malvern Valuation Book Central Riding 1890). The houses were variously occupied by owners or let to tenants. Early occupants included Mr David White (105), Mr George Fickner (107), Mrs Eliza Ward (111), Mr John Saunders (113), Mr John Smith (115) and Mr Frank Thomas (117) (S&M).

The severe economic downturn that impacted Victoria in the 1890s halted development within the Stanhope Estate and the remainder of Tooronga Road remained largely vacant at the turn of the century (Malvern Rate Books). Possession of a number of the extant houses was transferred to building societies and insurance companies at this time (Malvern Rate Books). The extent of development in Tooronga Road can be seen in the 1901 Melbourne and Metropolitan Board of Works (MMBW) plan of the area (Figure 4), which shows the row of houses at 105-119 Tooronga Road. No. 105 comprises a large house 'Woollamai' with projecting bay window and stables to the rear while houses at 107-117 are consistent in scale and form, comprising simple rectangular forms with front verandahs and closets to the rear of the properties. The house at 119 Tooronga Road comprises a square building form with closet and stables to the rear. The land directly north of the row comprised a large market garden and orchard, which extended two and a half blocks from Tooronga Road towards Dixon Street to the west.

Development of Tooronga Road resumed in the early-to-mid twentieth century, as evidenced by a 1945 aerial photograph of the area which shows houses lining both the east and west sides of Tooronga Road by this date (Figure 5). The houses at 105-119 Tooronga Road, comprising the earliest development of Tooronga Road in the vicinity, remain extant.

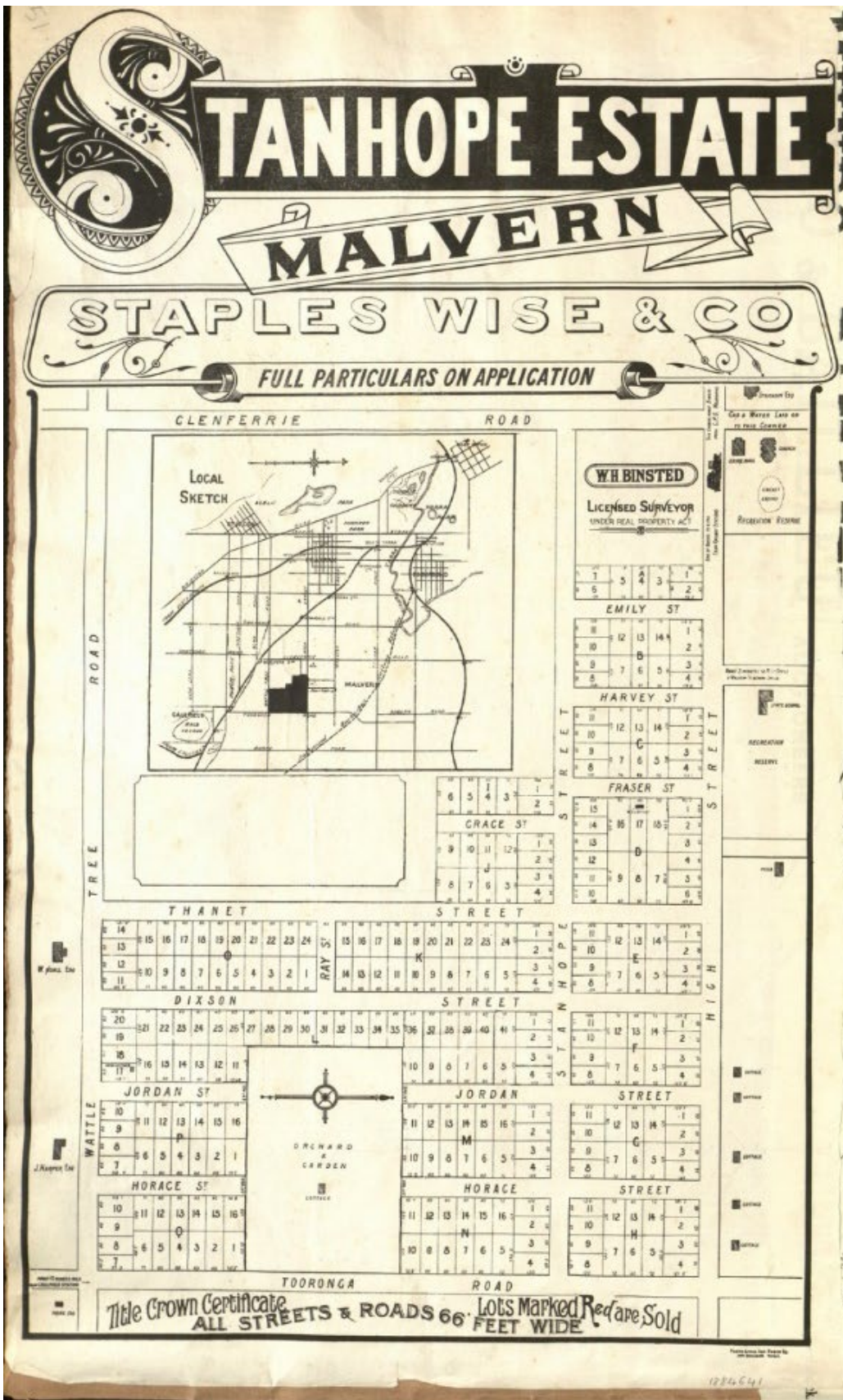
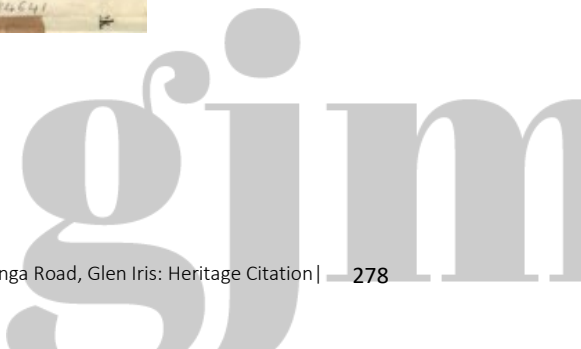


Figure 3. Auction notice for the subdivision of the Stanhope Estate, 1885 (SLV)



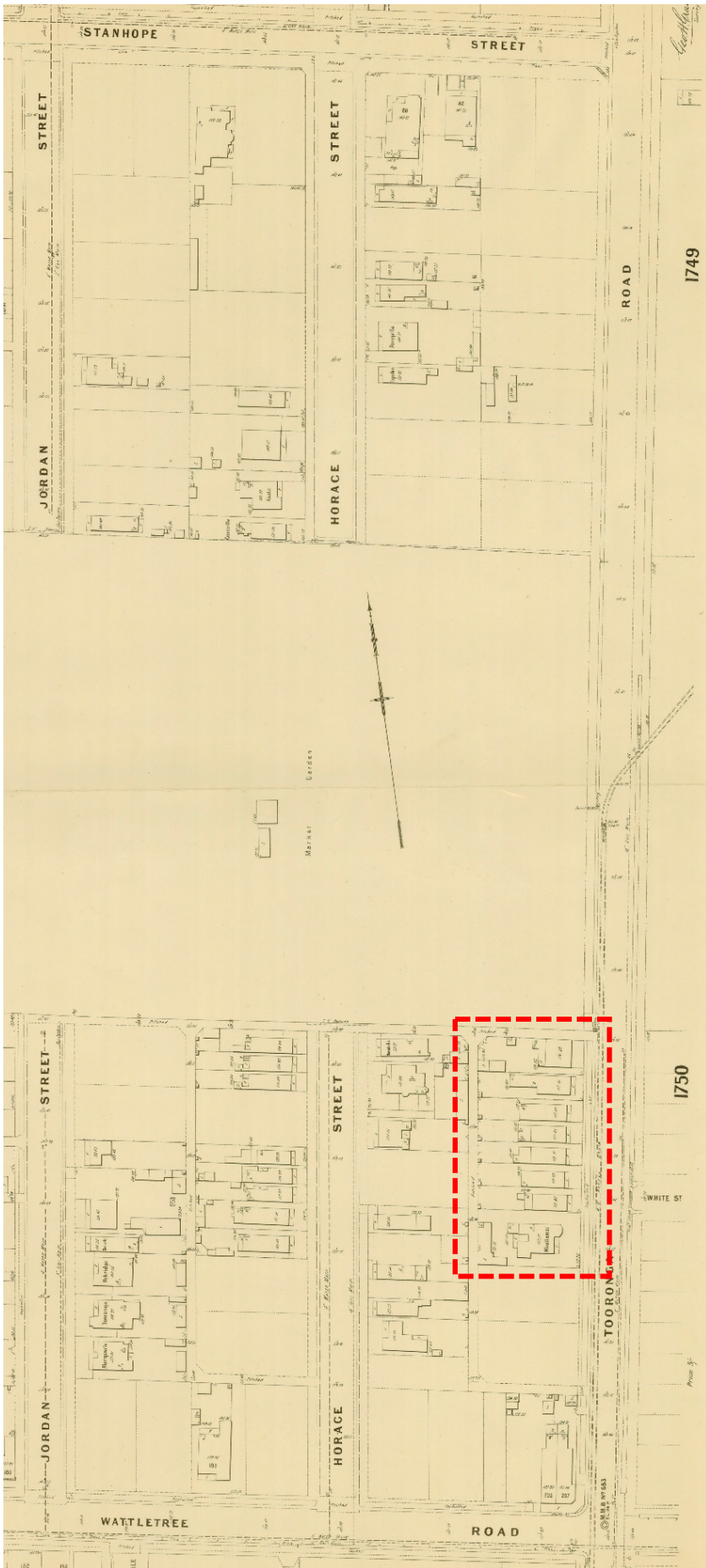


Figure 4. MMBW Detail Plan No 1748 showing development on the west side of Toorong Road to the north of Wattletree Road, 1901. The row of houses at 105-119 Toorong Road is indicated (SLV)





*Figure 5. Detail of 1945 aerial showing development along Toorong Road. The approximate outline of the houses at 105-119 Toorong Road is indicated (Landata Victoria)*

### **Description**

The houses at 105-119 Toorong Road, Glen Iris are situated on the west side of Toorong Road to the north of Wattle Tree Road. The row includes eight houses – six single-fronted houses on narrow allotments and two double-fronted houses on broader allotments at either end. The houses are all modest single-storey Italianate dwellings which display typical characteristics of the Victorian period. The houses display similar detailing and have relatively consistent setbacks from the street, resulting in a consistency within the streetscape.

The precinct comprises houses of either block-fronted timber construction (nos 109, 115 and 117) or rendered brick construction. Roofs are generally clad with corrugated steel (except No 105 at the south end which is slate-clad) and some eaves are bracketed. All houses present hipped roofs to the street and the larger double-



fronted house at the south end (No 105) has a projecting polygonal side bay. Most houses display simple chimneys – either rendered or face brickwork – with corniced capping.

All principal elevations have corrugated steel-clad front verandahs of various profiles, some decorated with cast iron frieze and brackets. Front elevations generally contain double hung windows with narrow sidelights and an adjacent entry door, while the polygonal bay at No 105 contains single double hung windows.

Non-original picket fences have been constructed at the front boundaries of all properties except at the north end (No 119 at the north end has a masonry and timber fence and hedge) and rear additions appear to have been made to all properties.

Grassed verges with small trees line Toorong Road and bluestone kerbs remain.

Key Features:

- Strong Victorian character
- Consistent single-storey scale
- Modest-sized allotments with generally consistent front setbacks within the streetscape
- Detached houses with predominantly single-fronted principal elevations
- Rendered brick or block-fronted timber walls
- Predominantly corrugated steel roofs
- Hipped roof forms
- Asymmetrical front elevations
- Front verandahs
- Decorative cast ironwork to some verandahs
- Prominent chimneys with corniced capping
- Double hung windows with narrow sidelights
- Bluestone kerbs.

### **Intactness/Integrity**

The row of Victorian houses at 105-119 Toorong Road are highly intact to their original construction in the early-1890s and retain a high degree of integrity to the Victorian period in fabric, form and detail.

### **Comparative Analysis**

The row of Victorian houses at 105-119 Toorong Road are of note as a highly intact row of eight Victorian houses dating to the 1890s, typical of suburban development that occurred in suburbs such as Malvern, Malvern East, and Armadale in the late nineteenth century. Built within a two-year period from 1889 to 1890, the houses display a consistency of scale and architectural character and together present as a highly consistent row of Victorian houses.

A number of houses dating to the Victorian period remain within the City of Stonnington and numerous examples of these are currently included in heritage precincts throughout the municipality. They demonstrate a range of types, from elaborately detailed single and two-storey terraces designed for the upper and middle classes in the Victorian Italianate style, to more modest single-storey workers' cottages.

There are a number of comparable precincts included in the Heritage Overlay of the Stonnington Planning Scheme. These precincts contain streets of highly intact houses, generally constructed for the working and middle-classes, that date predominantly to the Victorian period. Examples of these precincts include Bowen Street Precinct, Prahran (HO124), Cambridge Street Precinct, Armadale (HO125), Aberdeen Street Precinct, Prahran (HO121), Tyrone Street Precinct, South Yarra (HO151), Portland Place Precinct, South Yarra (HO131) and the Moore and Hardy Streets Precinct, South Yarra (HO144).

#### ***Bowen Street Precinct, Prahran (HO124)***

Bowen Street Precinct comprises a highly consistent streetscape of single-storey timber cottages constructed in the late nineteenth century for the working class. The high level of intactness and stylistic consistency of the cottages contributes to the significance of the place as a 'cohesive and characteristic nineteenth century working class street'.

#### ***Cambridge Street Precinct, Armadale (HO125)***

Cambridge Street comprises 32 allotments that were developed simultaneously in 1887-88 with the construction of rows of identical single-storey detached timber cottages. The precinct is significant for its extremely high level of architectural cohesion, which is uncommon in the municipality, and for its high level of intactness and consistency in fabric, form and detail.

#### ***Aberdeen Street Precinct, Prahran (HO121)***

The Aberdeen Road Precinct developed rapidly from c.1887, as part of the surge of development through Prahran as a result of the Victorian land boom. The precinct, comprising modest workers' cottages constructed around a narrow cul de sac, is highly intact to its nineteenth century character, with all dwellings from the original development remaining extant. The precinct is significant as a highly intact collection of late nineteenth century houses that are highly consistent in fabric, form, detail, and architectural character, and for its clear association with suburban development in the municipality in the Victorian period.

#### ***Tyrone Street Precinct, South Yarra (HO151)***

Tyrone Street formed part of one of the earliest subdivisions in the area, though development within the street did not commence until the late-1880s. The street comprises a row of single-storey working class residences that are typical examples of small Victorian cottages within the City of Stonnington. The precinct is primarily significant as a reminder of the types of housing and street patterns that were once common throughout the suburb of Prahran.

#### ***Portland Place Precinct, South Yarra (HO131)***

Portland Place Precinct is located in South Yarra alongside the Sandringham railway line cutting. Developed during the 1880s land boom, the precinct comprises a varied collection of late-nineteenth century houses that are typical of the Victorian period in which they were constructed. The unusual street layout and diversity of housing stock contributes to the significance of the place.

#### ***Moore and Hardy Streets Precinct, South Yarra (HO144)***

The Moore and Hardy Streets Precinct is a residential area that developed from the 1850s through to the 1890s. It retains a collection of relatively intact single-storey, single-fronted cottages that were once common throughout the municipality. The consistency in form, scale and setback of the houses within the precinct contributes to the significance of the place.

#### ***Conclusion***

The above comparative examples all contain streets of generally highly intact houses dating to the Victorian period, which illustrate significant suburban development in the City of Stonnington in the late nineteenth

century. These houses display characteristics typical of the Victorian period. The resulting Victorian streetscapes in these precincts display a high degree of integrity and are generally consistent in both scale and architectural character. The Cambridge Street Precinct, Bowen Street Precinct and Aberdeen Street Precinct are of particular note for their high degree of architectural cohesion.

The row of Victorian houses at 105-119 Tooronga Road is comparable in quality to these precincts. The precinct comprises a grouping of eight highly intact houses which were built in the early 1890s as part of the earliest development of the Stanhope Estate and contribute to a streetscape of high integrity, uniformity of scale and distinctive architectural character.

### Assessment against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

#### *Criterion A: Importance to the course or pattern of our cultural or natural history*

The row of Victorian houses at 105-119 Tooronga Road is illustrative of the suburban development of Malvern during the boom period of the 1880s and early 1890s. In this period, extensive tracts of land in Malvern – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of working and middle-class housing. Constructed as part of the Stanhope Estate subdivision, the houses at 105-119 Tooronga Road clearly illustrate this important phase of development in the City of Stonnington.

#### *Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments*

The row of Victorian houses at 105-119 Tooronga Road form a fine and highly intact row of detached, modest houses built in 1889-90. Together these houses display typical features of the Italianate architectural style popular in Malvern and across Victoria more broadly in the Victorian period, including a consistent use of materials and elements, such as timber block fronted or rendered brick construction, hipped roofs clad in metal sheeting, corrugated steel-clad front verandahs, and simple brick or rendered chimneys with corniced cappings.

#### *Criterion E: Importance in exhibiting particular aesthetic characteristics*

The houses at 105-119 Tooronga Road form a unified group of residences dating to the Victorian period. Comprising one row of single-storey timber block fronted or rendered brick houses, the consistent application of materials and detailing – such as metal sheet-clad hipped roof forms, post-supported front verandahs, some with decorative cast-iron friezes, simple brick or rendered chimneys with corniced cappings and timber picket fences – in conjunction with their garden settings, presents a highly picturesque grouping of Victorian houses.

### Grading and Recommendations

It is recommended that the precinct be included in the Heritage Overlay of the Stonnington Planning Scheme.

The gradings of properties within the precinct are as follows:

Address	Grading
105 Tooronga Road	Contributory
107 Tooronga Road	Contributory
109 Tooronga Road	Contributory
111 Tooronga Road	Contributory

113 Toorong Road	Contributory
115 Toorong Road	Contributory
117 Toorong Road	Contributory
119 Toorong Road	Contributory

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

**Extent of the Recommended Heritage Overlay**

To the extent of the property boundaries, as shown in Figure 6 below.



Figure 6. Recommended Extent of Heritage Overlay and proposed gradings



## 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 Historical Aerial Photograph Library.
- Malvern Rate Books.
- Malvern Valuation Books.
- Melbourne and Metropolitan Board of Works Detail Plan No 1748, Malvern, 1901.
- N Lewis & Associates, *City of Malvern Heritage Study*, 1992.
- Sands and McDougall Melbourne and Suburban Directories.
- Stanhope Estate Plan of Subdivision, 1885.
- Stonnington History Centre (SHC).
- The Herald*.
- The Lorgnette*.
- Victorian Places, 'Malvern' & 'Malvern East', <http://www.victorianplaces.com.au>.

# Row at 105-119 Tooronga Road, Glen Iris: Statement of Significance, June 2021

Heritage place: Row at 105-119 Tooronga Road, Glen Iris

PS ref no.: TBC



Tooronga Road, Glen Iris (GJM Heritage, November 2020).



### ***What is significant?***

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The Row of Victorian Houses, 105-119 Tooronga Road, Glen Iris, constructed from 1889-1890.

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

- Strong Victorian character
- Consistent single-storey scale
- Modest-sized allotments with generally consistent front setbacks within the streetscape
- Detached houses with predominantly single-fronted principal elevations
- Rendered brick or block-fronted timber walls
- Predominantly corrugated steel roofs
- Hipped roof forms
- Asymmetrical front elevations
- Front verandahs
- Decorative cast ironwork to some verandahs
- Prominent chimneys with corniced capping
- Double hung windows with narrow sidelights
- Bluestone kerbs.

Later alterations and additions to the properties are not significant, including front fences.

### ***How is it significant?***

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The Row of Victorian Houses is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

### ***Why is it significant?***

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The row of Victorian houses at 105-119 Tooronga Road is illustrative of the suburban development of Malvern during the boom period of the 1880s and early 1890s. In this period, extensive tracts of land in Malvern – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of working and middle-class housing. Constructed as part of the Stanhope Estate subdivision, the houses at 105-119 Tooronga Road clearly illustrate this important phase of development in the City of Stonnington (Criterion A).

The row of Victorian houses at 105-119 Tooronga Road forms a fine and highly intact row of detached, modest houses built in 1889-90. Together these houses display typical features of the Italianate architectural style popular in Malvern and across Victoria more broadly in the Victorian period, including a consistent use of materials and elements, such as timber block fronted or rendered brick construction, hipped roofs clad in metal sheeting, corrugated steel-clad front verandahs, and simple brick or rendered chimneys with corniced cappings (Criterion D).

The houses at 105-119 Tooronga Road form a unified group of residences dating to the Victorian period. Comprising one row of single-storey timber block fronted or rendered brick houses, the consistent application of materials and detailing – such as metal sheet-clad hipped roof forms, post-supported front verandahs, some with decorative cast-iron friezes, simple brick or rendered chimneys with corniced cappings and timber picket fences – in conjunction with their garden settings, presents a highly picturesque grouping of Victorian houses (Criterion E).

### **Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

**Gradings:**

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<b>Address</b>	<b>Grade</b>
105 Toorong Road	Contributory
107 Toorong Road	Contributory
109 Toorong Road	Contributory
111 Toorong Road	Contributory
113 Toorong Road	Contributory
115 Toorong Road	Contributory
117 Toorong Road	Contributory
119 Toorong Road	Contributory



**HERITAGE CITATION:**

**Winter Street Precinct, Malvern**



*Figure 1. Winter Street, Malvern (GJM Heritage, November 2020).*

**DATE:** June 2021

## WINTER STREET PRECINCT, 8-30 & 11-29 WINTER STREET, MALVERN

<b>Place type:</b> Residential Precinct	<b>Architect:</b> Various
<b>Construction Date:</b> 1886-1895	<b>Builder:</b> Various
<b>Recommendation:</b> Remove 25 Winter Street (HO549) and 29 Winter Street (HO550) from individual Heritage Overlays and include 8-30 & 11-29 Winter Street within a precinct-based Heritage Overlay.	<b>Extent of Overlay:</b> See Figure 5

### Locality History

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**

Located between Glenferrie Road to the west and Irving Street to the east in what is now known as the suburb of Malvern, the Winter Street Precinct is situated on land first sold in 1854 to speculative buyer, Matthew Bergin, as Crown Portion 44 in the Township of Gardiner, Parish of Prahran (Figure 2). The land, consisting of 15 acres 1 rood 24 perches, was sold to solicitor, Edward Charsley three years later in 1857. Charsley also purchased Portions 45 and 46 and part of Portion 35. Around 1874, Charsley appears to have sold the northern section of his land to William Winter Irving.

In the 1880s, Malvern experienced a burst of suburban development as land developers busily subdivided and auctioned choice building sites on housing estates, and builders rapidly covered them with houses. Most of the residential streets running into Glenferrie Road and High Street were created at that time, along with the main high-street commercial development. In 1881, during the Victorian land boom, Irving’s land was subdivided as ‘Winter’s Estate’, creating the present-day Winter, Irving and Oxford (originally William) streets

(SHC MH13828). The subdivision comprised 22 lots on the north and south side of Winter Street. A further 25 lots were created facing Stanhope, Irving and William streets (Figure 2). Land sales commenced soon after and by 1889 schoolmaster, Thomas Collingwood, and brothers, William and Phillip Brokensha, owned a substantial number of the allotments in Winter Street (Malvern Rate Books). The largest allotment in 'Winter's Estate', lot 11, with a frontage of 203 feet to Winter Street, was located on the west corner of Irving Street.

Development of the precinct commenced in 1886 and was complete by 1895 (Malvern Rate Books). By 1890 rows of brick and weatherboard houses were under construction on both sides of Winter Street. Winter Street first appears in the *Sands & McDougall Directory* in the same year; at this time the directory did not include numbering. By 1895 houses had been built on all allotments within the street (S&M). The Brokensha brothers, who were contractors and plasterers, appear to have been responsible for the construction of a large number of the houses in Winter Street (Malvern Rate Books; *Age*, 8 March 1892:7; *Age*, 24 May 1892:3). The extent of development in the street can be seen in the 1902 Melbourne and Metropolitan Board of Works (MMBW) Detail Plan (Figure 3), which show houses fully occupying both sides of the street between Glenferrie Road and Irving Street at the turn of the century. Houses ranged in size from seven to 10 rooms and were variously occupied by owner-occupiers or let to tenants (Malvern Valuation Field Cards).

A 1945 aerial photograph of the area shows the layout and footprints of the houses in Winter Street between Glenferrie Road and Irving Street (Figure 4). Lining both the north and south sides of the street, the block is fully developed with rows of brick and weatherboard houses. A number of the houses (likely those built by the Brokensha Brothers) adopt a near identical hipped roof form and building footprint, and all houses are set back from the street at a similar distance. The largest houses are located on the north side of Winter Street, close to Irving Street.

With the exception of nos. 16, 20 and 22 on the south side, which have been demolished, the remaining houses from the 1880s and 1890s development of Winter Street are extant. The majority have later extensions built to the rear.

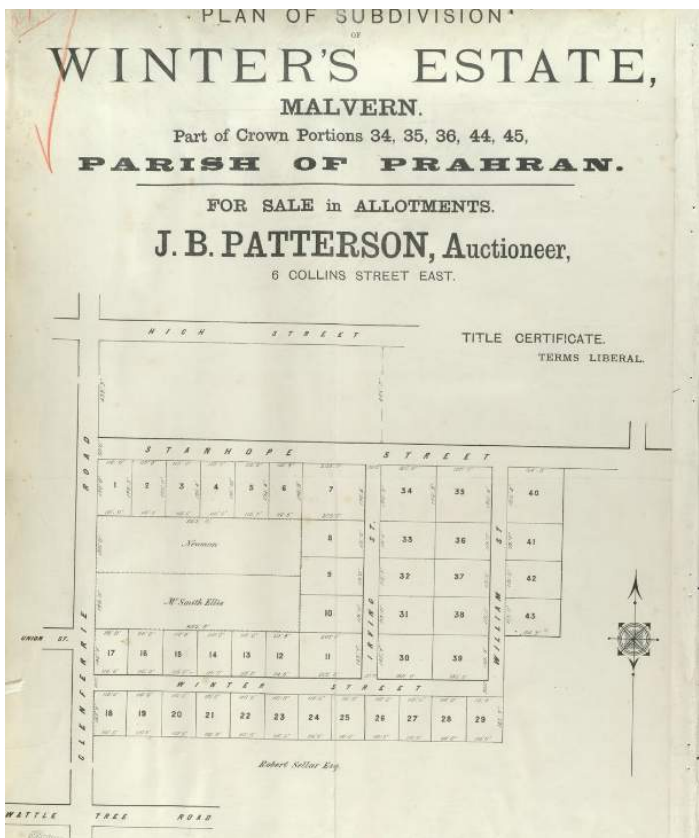


Figure 2. Notice for the subdivision of Winter's Estate, c1881 (SLV)



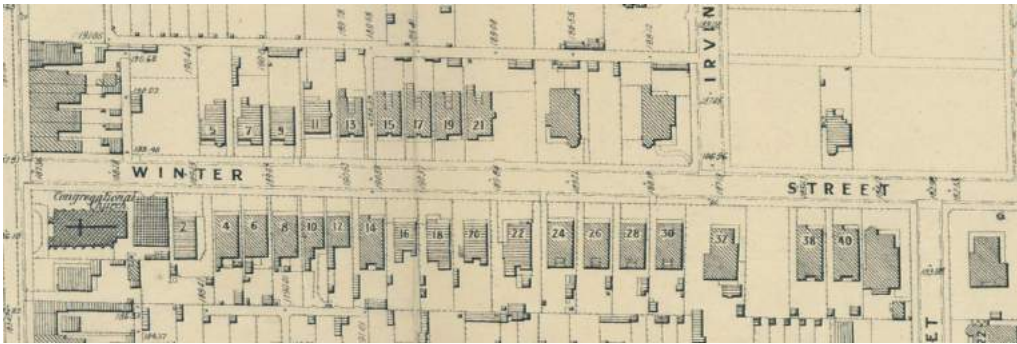


Figure 3. MMBW Plan No 61 showing development on the north and south sides of Winter Street between Glenferrie Road and Irving Street, 1902 (SLV)



Figure 4. Detail of 1945 aerial showing houses on the north and south sides of Winter Street between Glenferrie Road and Irving Street (Landata Victoria)

## Description

The Winter Street Precinct, Malvern is situated to the east of Glenferrie Road between High Street and Wattletree Road. It is a precinct comprising a single residential street and includes houses on both sides of Winter Street between Glenferrie Road to the west and Irving Street to the east. The majority of houses in the precinct were constructed on similar sized allotments within a 10-year period from the mid-1880s to the mid-1890s and display typical characteristics of the Victorian period. Houses are of similar scale and form, display similar detailing and have consistent setbacks from the street, resulting in a highly consistent streetscape. Three houses on the south side of Winter Street have been demolished and the sites are presently vacant.

The precinct contains a large number of intact single storey brick Italianate houses with slate-clad roofs and corrugated metal-clad front verandahs. These houses typically present symmetrical double-fronted elevations to Winter Street with a smaller number of houses presenting asymmetrically arranged front elevations with projecting side bays. Walls are predominantly of polychromatic or rendered brickwork and roofs are of U-shaped hipped form with front transverse hip and bracketed eaves. Houses typically display prominent pairs of rendered chimneys, with heavy cornices and triple semicircular decorative fins. Front verandahs are typically supported by cast iron columns and decorated with cast iron friezes and brackets. Windows are double hung and include pairs with narrow sidelights which are placed either side of a central entrance in a symmetrical arrangement.

A pair of more elaborate houses are located on the north side of Winter Street at the east end (25 and 29 Winter Street). These demonstrate similar characteristics to other properties in the precinct, but also incorporate projecting side polygonal bays and return verandahs. Occupying a corner allotment, the rendered brick house at 29 Winter Street is particularly elaborate with prominent quoining at external corners and a decorative frieze of garlands and rosettes at eaves level. The house at 25 Winter Street is less elaborate and is constructed of polychromatic brickwork.

Later timber picket fences have been constructed at a number of front boundaries, while a number of later high brick fences obscure some front elevations. Additions have been constructed to the rear of most properties.

The footpaths in Winter Street are narrow with grassed verges. Bluestone gutters line the street, however kerbs have been replaced with concrete.

Later houses have been constructed at 23 and 27 Winter Street and these do not contribute to the precinct.

Key Features:

- Strong Victorian character
- Consistent single-storey scale
- Modest-sized allotments with consistent front setbacks within the streetscape
- Detached houses
- Predominantly smooth rendered or polychromatic brick walls
- Predominantly slate roofs
- Hipped roof forms
- Predominantly symmetrical front elevations, with a small number of asymmetrical front elevations
- Front hipped roof verandahs
- Decorative cast ironwork to verandahs
- Prominent chimneys with large cornice and triple semicircular decorative fins
- Double hung windows
- Bluestone gutters.

### **Intactness/Integrity**

The residences within the Winter Street Precinct retain a high degree of integrity to the Victorian period in fabric, form and detail. While the residences have undergone some alterations and additions, these do not diminish the ability to understand and appreciate the place as a finely detailed and picturesque precinct dating to the late-nineteenth century.

### **Comparative Analysis**

The Winter Street Precinct is of note as a representative and highly intact group of late-1880s and early 1890s houses, typical of suburban development that occurred in suburbs such as Malvern, Malvern East, and Armadale in the late nineteenth century. This section of Winter Street developed over a short period of time, after the subdivision and sale of land in the Winter's Estate in 1881. This precinct of single-storey houses displays a consistency of scale, and distinctive architectural character which draws on the Italianate style popular during the Victorian period.

A number of comparable precincts are included in the Heritage Overlay of the Stonnington Planning Scheme including the Bowen Street Precinct, Prahran (HO124), Edsall Street Precinct, Malvern (HO374), Tyrone Street Precinct, South Yarra (HO151), The Avenue Precinct, Windsor (HO148), Portland Place Precinct, South Yarra (HO131) and the Moore and Hardy Streets Precinct, South Yarra (HO144). These precincts contain comparable streets of highly intact houses dating to the Victorian period that contribute to their heritage significance.

### ***Bowen Street Precinct, Prahran (HO124)***

Bowen Street Precinct comprises a consistent streetscape of single-storey timber cottages constructed in the late nineteenth century for the working class. The high level of intactness and stylistic consistency of the cottages contributes to the significance of the place as a 'cohesive and characteristic nineteenth century working class street'.

### ***Edsall Street Precinct, Malvern (HO374)***

Edsall Street developed during the late nineteenth and early twentieth century. The precinct, with the earliest dwellings in the precinct dating to the 1880s land boom and later dwellings date from the 1910s, comprises a substantially intact streetscape of Victorian timber cottages and villas and Federation-era red brick semi-detached pairs. The place is significant for its clear association with two major phases of suburban development in Malvern and for the high level of intactness and consistency in architectural character, form, scale and setbacks.

### ***Tyrone Street Precinct, South Yarra (HO151)***

Tyrone Street formed part of one of the earliest subdivisions in the area, though development within the street did not commence until the late-1880s. The street comprises a row of single-storey working class residences and are typical examples of small Victorian cottages within the City of Stonnington. The precinct is primarily significant as a reminder of the types of housing and street patterns that were once common throughout the suburb of Prahran.

### ***The Avenue Precinct, Windsor (HO148)***

The Avenue Precinct is a small residential area of freestanding villas that were constructed during the Victorian land boom in the 1880s and 1890s. The precinct is significant for its largely intact collection of late Victorian buildings, which are of high individual architectural distinction.

### ***Portland Place Precinct, South Yarra (HO131)***

Portland Place Precinct is located in South Yarra alongside the Sandringham railway line cutting. Developed during the 1880s land boom, the precinct comprises a varied collection of late-nineteenth century houses that are typical of the Victorian period in which they were constructed. The unusual street layout and diversity of housing stock contributes to the significance of the place.

### ***Moore and Hardy Streets Precinct, South Yarra (HO144)***

The Moore and Hardy Streets Precinct is a residential area that developed from the 1850s through to the 1890s. It retains a collection of relatively intact single-storey, single-fronted cottages that were once common throughout the municipality. The consistency in form, scale and setback of the houses within the precinct contributes to the significance of the place.

### ***Conclusion***

The above comparative examples all contain streets of generally highly intact houses dating to the Victorian period, which illustrate significant suburban development in the City of Stonnington in the late nineteenth century. The streetscapes in these precincts display a high degree of integrity and are generally consistent in both scale and architectural character.

The Winter Street Precinct is comparable in quality to these precincts. The Winter Street Precinct contains intact houses which were built in the late-1880s and early 1890s and these houses contribute to a streetscape of high integrity, uniformity of scale, and distinctive architectural character.



## Assessment against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

### ***Criterion A: Importance to the course or pattern of our cultural or natural history***

The Winter Street Precinct is illustrative of the suburban development of Malvern during the boom period of the 1880s and early 1890s. In this period, extensive tracts of land in Malvern – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of working and middle-class housing. Constructed as part of the Winter’s Estate subdivision, the Winter Street Precinct clearly illustrates this important phase of development in the City of Stonnington.

### ***Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments***

The Winter Street Precinct forms a fine and highly intact representative group of residences built in the late 1880s and early 1890s. Together these houses display typical features of the Italianate architectural style popular in Malvern and across Victoria more broadly in the Victorian period, including a consistent use of materials and elements, such as red or polychromatic brick or smooth-rendered walls, hipped roofs clad in slate, post-supported hipped roof verandahs, decorative cast iron friezes, eaves brackets and prominent brick or rendered chimneys.

### ***Criterion E: Importance in exhibiting particular aesthetic characteristics***

The Winter Street Precinct forms a unified group of residences dating to the Victorian period. Comprising rows of single-storey brick cottages, the consistent application of high-quality materials and detailing – such as hipped roof forms predominantly clad in slate, post-supported verandahs with decorative cast-iron friezes and brackets, prominent chimneys, and decorative eaves brackets – in conjunction with their garden settings and consistent setbacks, presents a highly picturesque streetscape.

## Grading and Recommendations

It is recommended that 25 Winter Street (HO549) and 29 Winter Street (HO550) be removed from their individual Heritage Overlays and that 8-30 & 11-29 Winter Street be included within a precinct-based Heritage Overlay in the Stonnington Planning Scheme. The gradings of properties within the precinct are as follows:

Address	Grading
8 Winter Street	Contributory
10 Winter Street	Contributory
12 Winter Street	Contributory
14 Winter Street	Contributory
16 Winter Street	Not contributory
18 Winter Street	Contributory
22 Winter Street	Non-contributory
24 Winter Street	Contributory
26 Winter Street	Contributory
28 Winter Street	Contributory
30 Winter Street	Contributory



11 Winter Street	Contributory
13 Winter Street	Contributory
15 Winter Street	Contributory
17 Winter Street	Contributory
19 Winter Street	Contributory
21 Winter Street	Contributory
23 Winter Street	Non-contributory
25 Winter Street	Significant
27 Winter Street	Non-contributory
29 Winter Street	Significant

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Stonnington Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

### Extent of the Recommended Heritage Overlay

To the extent of the property boundaries, as shown in Figure 5 below.



Figure 5. Recommended Extent of Heritage Overlay and proposed gradings



## 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 Historical Aerial Photograph Library.

Malvern Rate Books.

Malvern Valuation Field Cards.

Melbourne and Metropolitan Board of Works Detail Plan Nos 1742 & 1743, Malvern, 1902.

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

Stonnington History Centre (SHC).

*The Age*.

*The Argus*.

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

Winter's Estate Plan of Subdivision, c1881.

# Winter Street Precinct, Malvern: Statement of Significance, June 2021

Heritage place: Winter Street Precinct, Malvern

PS ref no.: TBC



Winter Street, Malvern (November 2020).



### ***What is significant?***

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The Winter Street Precinct, Malvern, an 1880s-1890s subdivision development of the Winter Estate, containing a collection of Victorian houses.

The precinct comprises 8-30 and 11-29 Winter Street, Malvern.

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

- Strong Victorian character
- Consistent single-storey scale
- Modest-sized allotments with consistent front setbacks within the streetscape
- Detached houses
- Predominantly smooth rendered or polychromatic brick walls
- Predominantly slate roofs
- Hipped roof forms
- Predominantly symmetrical front elevations, with a small number of asymmetrical front elevations
- Front hipped roof verandahs
- Decorative cast ironwork to verandahs
- Prominent chimneys with large cornice and triple semicircular decorative fins
- Double hung windows
- Bluestone gutters.

Later alterations and additions to the Victorian properties are not significant. Later houses at 23 and 27 Winter Street are not significant.

### ***How is it significant?***

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The Winter Precinct, Malvern is of local historical, representative (architectural) and aesthetic significance to the City of Stonnington.

### ***Why is it significant?***

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The Winter Street Precinct is illustrative of the suburban development of Malvern during the boom period of the 1880s and early 1890s. In this period, extensive tracts of land in Malvern – and throughout Stonnington more broadly – were subdivided into suburban residential estates, and allotments were purchased for the construction of working and middle-class housing. Constructed as part of the Winter's Estate subdivision, the Winter Street Precinct clearly illustrates this important phase of development in the City of Stonnington (Criterion A).

The Winter Street Precinct forms a fine and highly intact representative group of residences built in the late 1880s and early 1890s. Together these houses display typical features of the Italianate architectural style popular in Malvern and across Victoria more broadly in the Victorian period, including a consistent use of materials and elements, such as red or polychromatic brick or smooth-rendered walls, hipped roofs clad in slate, post-supported hipped roof verandahs, decorative cast iron friezes, eaves brackets and prominent brick or rendered chimneys (Criterion D).

The Winter Street Precinct forms a unified group of residences dating to the Victorian period. Comprising rows of single-storey brick cottages, the consistent application of high-quality materials and detailing – such as hipped roof forms predominantly clad in slate, post-supported verandahs with decorative cast-iron friezes and brackets, prominent chimneys, and decorative eaves brackets – in conjunction with their garden settings and consistent setbacks, presents a highly picturesque streetscape (Criterion E).

### **Primary source:**

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Malvern Heritage Review, GJM Heritage (June 2021)

**Gradings:**

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<b>Address</b>	<b>Grade</b>
8 Winter Street	Contributory
10 Winter Street	Contributory
12 Winter Street	Contributory
14 Winter Street	Contributory
16 Winter Street	Non-contributory
18 Winter Street	Contributory
22 Winter Street	Non-contributory
24 Winter Street	Contributory
26 Winter Street	Contributory
28 Winter Street	Contributory
30 Winter Street	Contributory
11 Winter Street	Contributory
13 Winter Street	Contributory
15 Winter Street	Contributory
17 Winter Street	Contributory
19 Winter Street	Contributory
21 Winter Street	Contributory
23 Winter Street	Non-contributory
25 Winter Street	Significant
27 Winter Street	Non-contributory
29 Winter Street	Significant

## HERITAGE ASSESSMENT

### House, 46 Elizabeth Street, Malvern



*Figure 1. 46 Elizabeth Street, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

## 46 ELIZABETH STREET, MALVERN

<b>Place type:</b> House	<b>Architect:</b> Not known
<b>Construction Date:</b> c.1895	<b>Builder:</b> Not known
<b>Recommendation:</b> Do <u>not</u> include in the Heritage Overlay	<b>Extent of Overlay:</b> N/A

### Reason for Recommendation

Historical and physical evidence indicates that the original c.1895 building has been subject to alterations – including a substantial addition to its principal (Elizabeth Street) elevation– such that its integrity to its Victorian period of construction has been significantly compromised. It is considered that the place does not meet the threshold for local significance, particularly when compared to the numerous examples of Victorian places already included in the Heritage Overlay of the Stonnington Planning Scheme, in particular houses located in close proximity to the subject property at 44 Elizabeth Street (HO541), 50 Elizabeth Street (HO542), 56 Elizabeth Street (HO591), 23 Ethel Street (HO544) and 17-19 Ethel Street (HO594).

### Locality History

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

The land on which 46 Elizabeth Street is located formed part of the Tooronga Station Estate, which comprised the blocks bounded by Elizabeth Street to the west, Mary Street to the north, Milton Parade to the east and Beaven Avenue to the south. The Tooronga Station Estate was subdivided in 1890 (see Figure 2). The subject property formed part of Lots 5 and 6 of the Estate. In 1895, the lot was purchased by Lydia Carey and a brick villa in the Victorian Italianate style was erected on the site (LV:V2558/F511451).



Melbourne & Metropolitan Board of Works (MMBW) plans show the footprint of the house, called 'GlenLaxton' in 1907, and the layout of the property in the early twentieth century (Figures 3 & 4). The house had an asymmetrical composition with bay windows to the principal Elizabeth Street elevation and the side (western) elevation and a return verandah. In 1912, the property was transferred to Emily Harriet Hyslop. Following Emily's death in 1955, the property passed to her daughters, Annie and Florence. They sold the house in 1958; it has had a number of owners in the ensuing years (LV:V2558/F511451).

Substantial alterations and additions were undertaken in the 1970s and 1990s, involving the construction of a substantial addition to the south-west corner of the front elevation of the residence and the removal of the return verandah (Malvern Valuation Field Card) (see Figure 5). A sale notice in the *Australian Jewish News* shows the house prior to the removal of the return verandah (*Australian Jewish News*, 20 October 1995:3) (Figure 6).

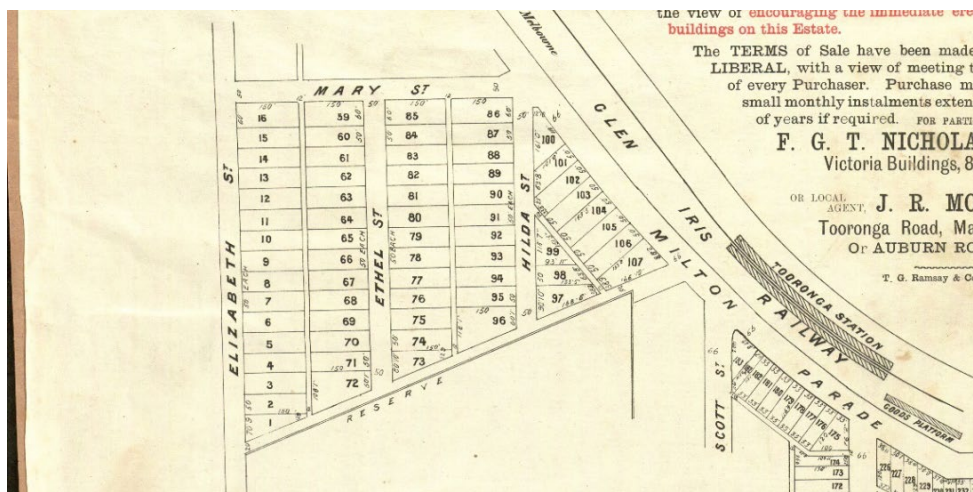


Figure 2. Detail of Tooronga Station Estate subdivision plan, c.1890 (SLV)

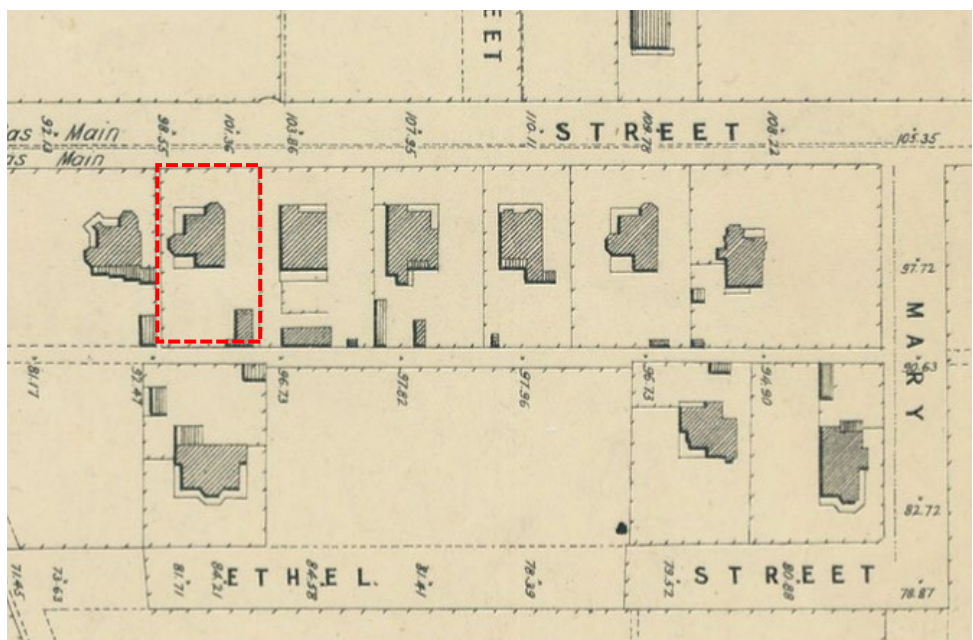


Figure 3. MMBW Base Plan No. 59 showing the residence at 46 Elizabeth Street, Malvern, 1902, indicated in red. North is to the right of the image (SLV)

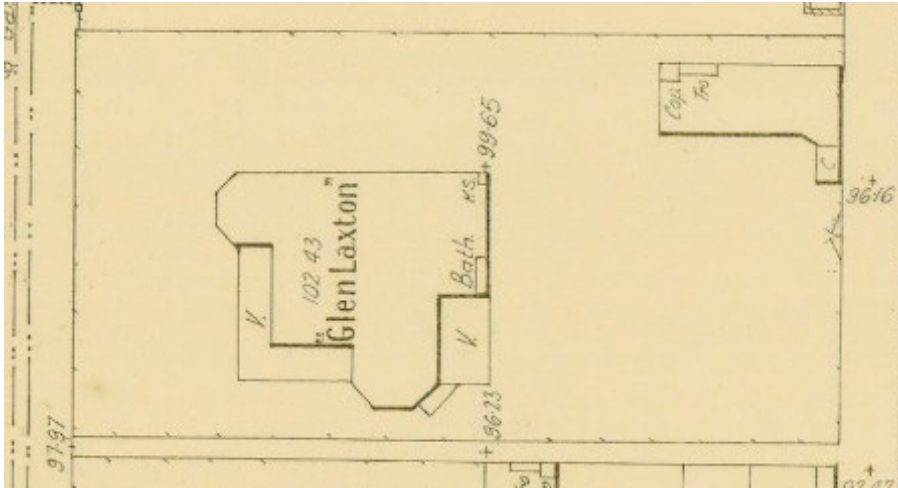


Figure 4. MMBW Detail Plan No. 1777 showing the residence 'Glenlaxton' at 46 Elizabeth Street, Malvern, 1907. North is to the top of the image (SLV)

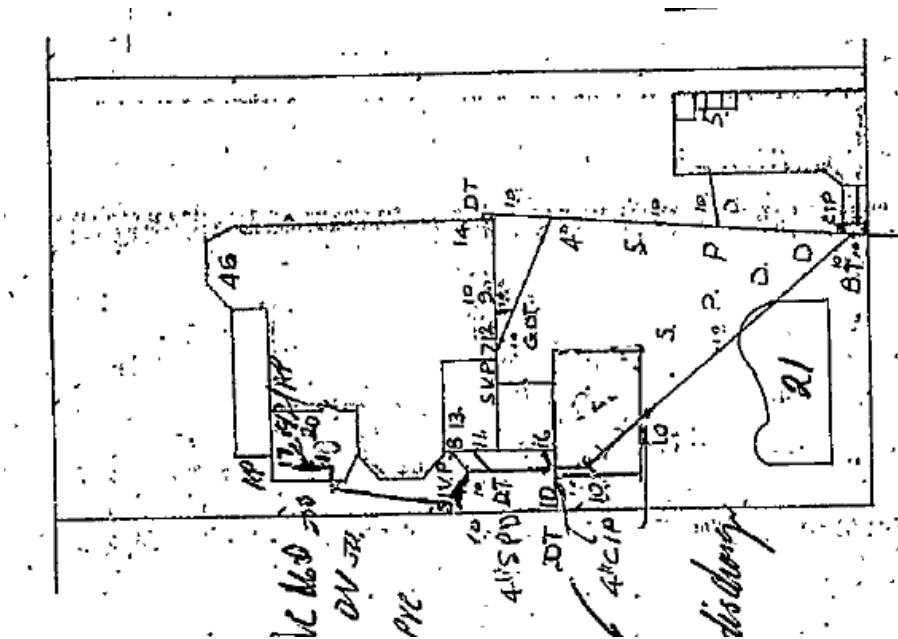


Figure 5. MMBW drainage plan showing the footprint of the house, c.1990s. The plan shows an addition at the south-west corner of the house and additions to the rear (Yarra Valley Water)

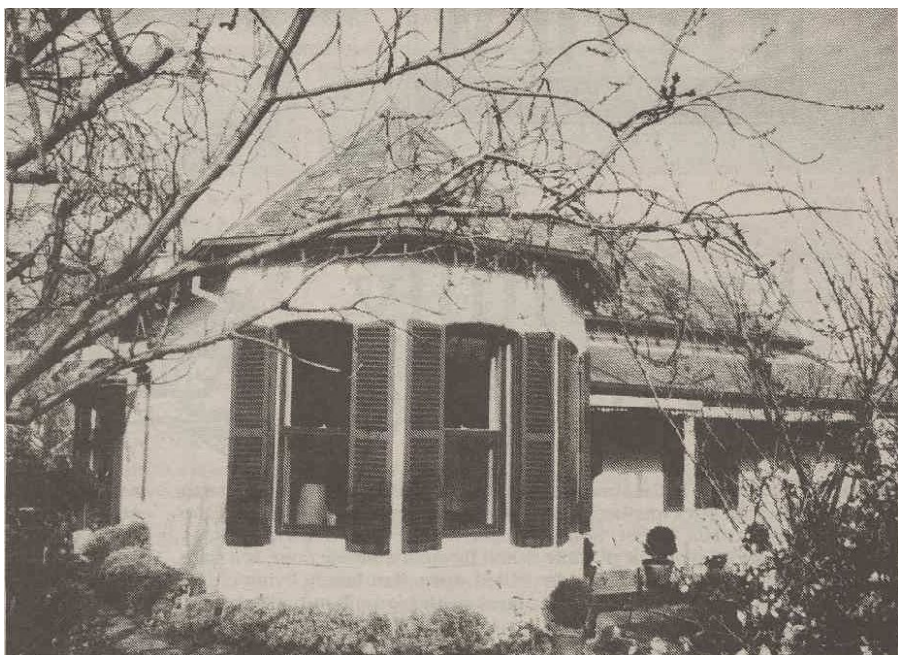


Figure 6. Sale notice showing the house at 46 Elizabeth Street prior to the removal of the return verandah, 1995 (Australian Jewish News, 20 October 1995, p.3)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs
  - 6.7 Making homes for Victorians

## Description

The house at 46 Elizabeth Street is located on the east side of Elizabeth Street, to the west of Tooronga Road. Constructed in the Victorian period, the house displays characteristics of the Italianate style. The single-storey house has an asymmetrical composition with a projecting bay to the front elevation. The roof is hipped and clad in slate with exposed rafter ends and four prominent chimneys.

The house is of rendered brick construction (overpainted). A projecting faceted side bay contains double-hung windows with simple moulded frames and timber shutters and the front panelled door has sidelights and a fanlight.

Alterations include the removal of the original front verandah and the construction of an addition at the south-east corner of the principal elevation.

The house is set within a garden setting behind a painted timber picket fence.

## Intactness/Integrity

Historical research indicates that the house at 46 Elizabeth Street, Malvern has undergone substantial change and alterations which have diminished both its intactness and integrity as a late nineteenth century Victorian Italianate villa. Changes include the removal of the return verandah to the front elevation and the construction of an additional bay at the south-east corner of the house. It is considered that these changes have compromised the intactness and integrity of the building.

## Grading and Recommendations

It is recommended that the place not be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

## References

*Australian Jewish News*.

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.

Land Victoria Title Certificates.

Malvern Valuation Field Cards.

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

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

## HERITAGE ASSESSMENT

### House, 52 Elizabeth Street, Malvern



*Figure 1. 52 Elizabeth Street, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

## 52 ELIZABETH STREET, MALVERN

<b>Place type:</b> House	<b>Architect:</b> Not known
<b>Construction Date:</b> c.1895	<b>Builder:</b> Not known
<b>Recommendation:</b> Do <u>not</u> include in the Heritage Overlay	<b>Extent of Overlay:</b> N/A

### Reason for recommendation

Historical and physical evidence indicates that the c.1895 house at 52 Elizabeth Street, Malvern has been subject to numerous alterations – including substantial changes to its principal (Elizabeth Street) facade – such that its integrity to its Victorian period of construction has been significantly compromised. While the works are sympathetic to the Victorian-style, it is considered that these changes have compromised the intactness and integrity of the building to the extent that the original design is no longer legible. It is considered that the place does not meet the threshold for local significance, particularly when compared to the numerous examples of Victorian places included in the Heritage Overlay of the Stonnington Planning Scheme, including houses located in close proximity to the subject property at 44 Elizabeth Street (HO541), 50 Elizabeth Street (HO542), 56 Elizabeth Street (HO591), 23 Ethel Street (HO544) and 17-19 Ethel Street (HO594).

### Locality History

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 was 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 (Vic 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 stations, 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 both a Borough and then a Town in 1901. In 1911 the Town of Malvern was declared a City, with a population of 16,000 (Context 2006:86; Victorian Places).

The Prahran and Malvern Tramways Trust was established in 1908, with electric tramlines opened along High Street in 1910-14, Malvern Road in 1915, Glenferrie Road in 1910-13 and to the south along Wattletree Road in 1910-12; reaching Malvern East at the eastern extent. 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 often occurred on newly subdivided estates or filled 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 of the former City of Malvern doubled, from 16,000 to 32,000, 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 former 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. The municipality retains a number of fine architect designed houses, dating from all periods of development.



**Place History**

The land on which 52 Elizabeth Street is located formed part of the Tooronga Station Estate, which comprised the blocks bounded by Elizabeth Street to the west, Mary Street to the north, Milton Parade to the east and Beaven Avenue to the south. The Tooronga Station Estate was subdivided in 1890. In c. 1895 a brick villa was erected on the site of 52 Elizabeth Street (S&M).

MMBW plans show the footprint of the house, called 'Ilala' in 1907, and the layout of the property in the early twentieth century. The house comprised a brick dwelling with two bay windows to the principal Elizabeth Street elevation and a front verandah. By 1935, the house was called Glenshiel (*Argus*, 16 January 1935:1).

The house has undergone a series of major alterations. This has involved the removal of the original verandah, part of the principal roof form and party walls, and the construction of a new post-supported verandah with hipped roof clad in corrugated iron with faux Victorian detailing. The works also involved the removal of render to the brickwork of the principal elevation, restoration of the chimneys and the construction of a carport to the side of the house (Google Streetview 2013).

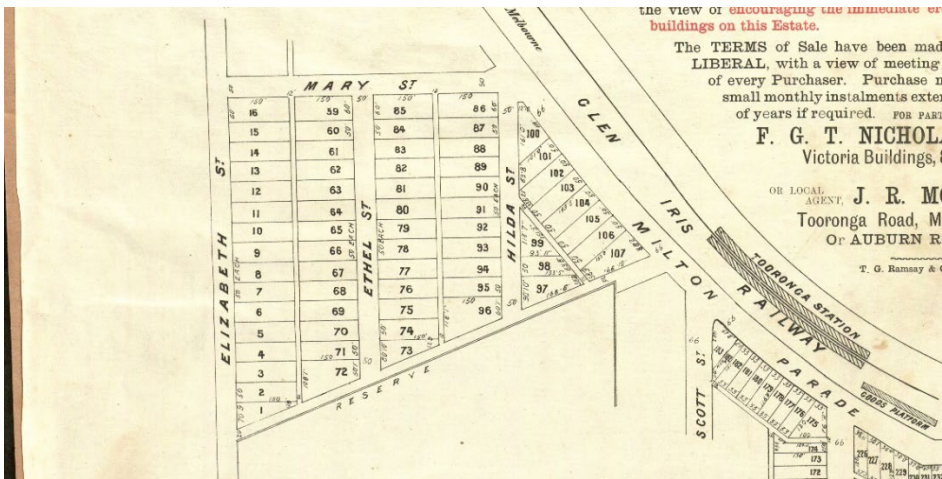


Figure 2. Detail of Tooronga Station Estate subdivision plan, c.1890 (SLV)

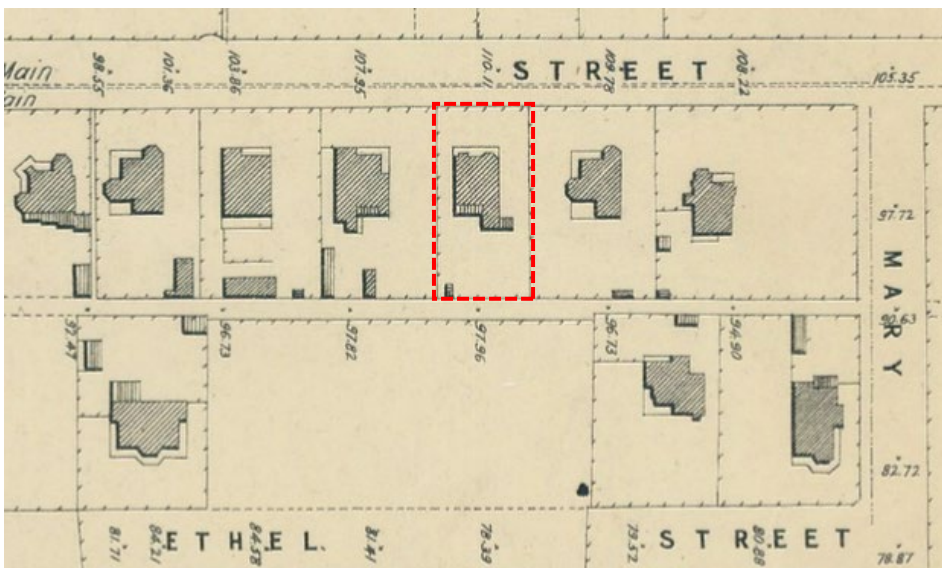


Figure 3. MMBW Base Plan No. 59 showing the residence at 52 Elizabeth Street, Malvern, 1902, indicated in red. North is to the right of the image (SLV)



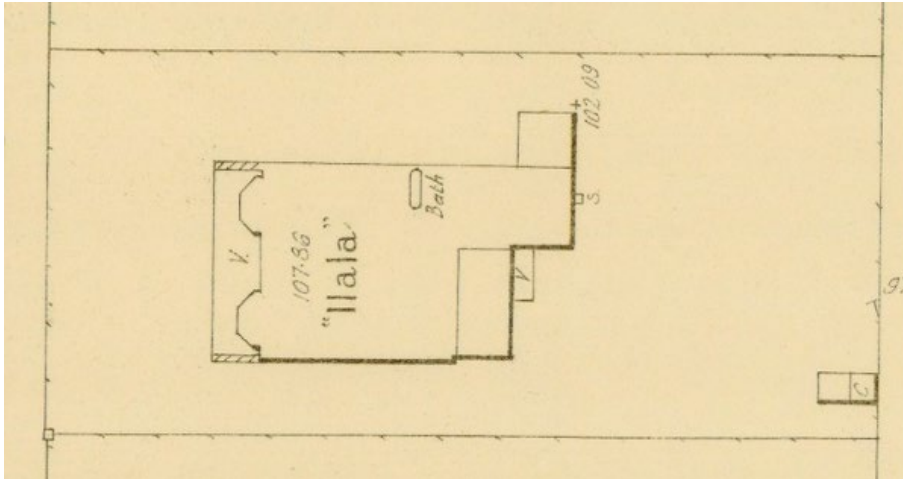


Figure 4. MMBW Detail Plan No. 1777 showing the residence 'Ilala' at 52 Elizabeth Street, Malvern, 1907. North is to the top of the image (SLV)



Figure 5. The house at 52 Elizabeth Street, Malvern in 2009 (Google Streetview)



Figure 6. The house at 52 Elizabeth Street, Malvern in 2013 during works (Google Streetview)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs



## - 6.7 Making homes for Victorians

### **Description**

The house at 52 Elizabeth Street is located on the east side of Elizabeth Street, to the west of Tooronga Station. The house, which has been substantially altered, displays characteristics of the Italianate style.

In its current form, the building has a symmetrical composition with two faceted bays to the principal elevation and a hipped roof clad in slate. Two prominent rendered-brick chimneys are positioned to the east and west elevations. The single-storey house is of brick construction with polychromatic brickwork to the front façade. The original verandah across the principal elevation has been removed and replaced with a new Victorian-reproduction verandah. This reproduction verandah displays typical features of the Victorian period, including cast-iron posts, decorative friezes and a hipped roof clad in corrugated iron.

The house is set behind a tall concrete fence and a substantial single-storey extension has been constructed to the rear of the house.

### **Intactness/Integrity**

Historical research and physical investigation indicate that the house at 52 Elizabeth Street, Malvern has undergone substantial change and major alterations which have diminished both its intactness and integrity. Changes include the removal of the original front verandah and its replacement with a new hipped roof verandah with faux Victorian detailing. While the works are sympathetic to the Victorian-style, it is considered that these changes have compromised the intactness and integrity of the building to the extent that the original design is no longer legible.

### **Grading and Recommendations**

It is recommended that the place not be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

### **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.

Land Victoria Title Certificates.

Malvern Valuation Field Cards.

Melbourne and Metropolitan Board of Works Base Plan No. 59, 1902.

Melbourne and Metropolitan Board of Works Detail Plan No. 1777, 1907.

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

Sands & McDougall Directory.

Tooronga Station Estate Subdivision Plan.

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

## HERITAGE ASSESSMENT

### House, 8 Embling Road, Malvern



*Figure 1. 8 Embling Road, Malvern (GJM Heritage, November 2020).*

DATE: June 2021

## 8 EMBLING ROAD, MALVERN

<b>Place type:</b> House	<b>Architect:</b> Not known
<b>Construction Date:</b> 1933	<b>Builder:</b> Not known
<b>Recommendation:</b> Do <u>not</u> include in the Heritage Overlay	<b>Extent of Overlay:</b> N/A

### Reasons for Recommendation

While the house at 8 Embling Road, Malvern is an intact and representative example of an interwar house in the City of Stonnington, it is not of a high architectural standard and exhibits no particular aesthetic features of note to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place. No architect has been identified to demonstrate the historic trend of substantial interwar houses designed by prominent architects.

### Locality History

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

The house at 8 Embling Road was built in 1933 for Mr Eric G Creed and his wife, Mary. The land on which the property is located originally formed part of the Haverbrack Estate, the original house of which was built in 1854 for Colin Campbell. The 1854 residence later became a lodge for a larger house and was purchased by Robert Singleton in 1868. Singleton subdivided the Estate in 1888, at which time Embling Road and Haverbrack Avenue were laid out (Cooper 1935:121, 173). The lots to be sold were advertised as 'business, mansion and villa sites having very valuable frontages to Glenferrie, Malvern and Spring Roads...immediately opposite the Malvern Hotel' (*Age*, 12 November 1888:11). Residential building allotments were located in Haverbrack Avenue and Embling Road, with commercial allotments generally limited to the main thoroughfares Glenferrie

Road and Malvern Road. The economic depression of the 1890s stalled building works however and no development occurred within the subdivision in the ensuing years. The 1902 Melbourne and Metropolitan Board of Works (MMBW) Detail Plans (Nos. 1759 & 1760) show that only half of Haverbrack Avenue had been created by the turn of the century, with one large house occupying the southern side of the street. The northern side of the street, to Embling Road, remained vacant (Figure 2).

In the early 1900s, Mary Constance Wallis of 'Chesterfield' on Glenferrie Road, re-subdivided just over 2.5 acres of the original Haverbrack Estate east of Glenferrie Road between Haverbrack Avenue and Embling Road and began selling lots from 1908 (LV:V2716/F167). In November 1915, another sale of the Haverbrack Estate was held, with the remaining 'convenient and attractive allotments' sold (*Herald*, 4 November 1915:10).

The subject property originally formed part of 7 Haverbrack Avenue, which comprised a substantial brick villa known as 'Collreccan' and a 'well-grown garden, lawn and palm trees', and an additional frontage of 125ft to Embling Road (*Herald*, 3 April 1929:14). The property was listed for sale in 1929, at which time the frontage to Embling Road was advertised to prospective buyers as an opportunity to 'allow for the sale of a splendid allotment to Embling Road' (*Herald*, 3 April 1929:14). A c.1925-35 aerial view of Malvern shows the villa 'Collreccan' fronting Haverbrack Avenue, with an expansive rear garden extending through to Embling Road at the site of the subject property (Figure 3).

8 Embling Road remained vacant land until 1933 when a substantial brick house with a net annual value of £165 was constructed on the site for Mr Eric Gordon Creed (Malvern Rate Books). Creed had purchased the property from the St Clair family of 7 Haverbrack Avenue the previous year, indicating that the block was subdivided and sold as a separate lot at this time (Malvern Rate Books).

Creed continued to reside at 8 Embling Road until 1968, after which it was purchased by Mr and Mrs G S Penglis for \$52,000. Mr and Mrs L N Hutchinson purchased the property four years later in 1972 for \$63,000 (Malvern Rate Books). The Hutchinson family continued to reside at the property until at least 1982 (Commonwealth of Australia Gazette, 30 November 1982:59). In 1989, the house was put up for auction, at which time it was described as an 'imposing English-style 5 bedroom family home' (*Age*, 25 February 1989:86) (Figure 4).

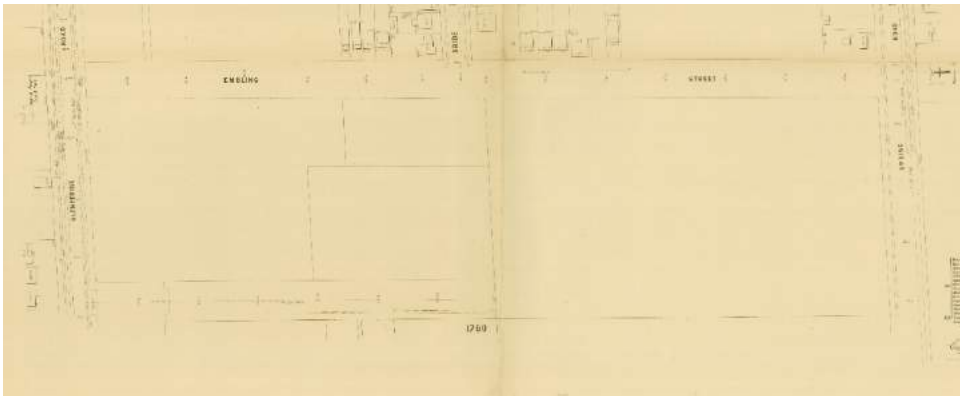


Figure 2. MMBW Detail Plan No 1759 showing vacant land on the south side of Embling Road, 1902 (SLV)



Figure 3. Detail of aerial view of Malvern showing garden to the rear of 7 Haverbrack Avenue (circled in red), c.1925-35 (SLV).



Figure 4. Illustration of 8 Embling Road, auction notice, 1989 (Age, 25 February 1989, p.86)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## Description

The house at 8 Embling Road is located on the south side of Embling Road, to the east of Glenferrie Road. It is set back from the front (north) boundary, with vehicular access at the west end of the boundary and pedestrian entry centrally located in-line with the main entry to the building.

The building itself is a substantial two-storey dwelling with a hipped roof, and a central projecting bay finishing in a flush gable-end. This bay is a two-storey volume with entry portico at the ground-floor. Three chimneys penetrate the eaves at the east, south and west elevations (noting only the east and west chimneys are visible from Embling Street) and are simply rendered and finished in a single course of contrasting brick. The walls are rendered, with decorative features in brick including the door and window-heads, sills, and string course to the projecting bay. Other decorative features include a diamond-shaped vent at the gable end, rendered mouldings over the window-heads, and panels of pilasters with reed or bamboo motifs, beneath the windows at the upper-level of the projecting bay. Windows are multi-paned, timber-framed double hung windows that were previously flanked with timber shutters (now removed).

Substantial single-storey additions extend from the rear (south) of the house, and a later garage, set back from the principal (north) elevation, is located along the west boundary.

## Intactness/Integrity

The house remains highly intact to its original construction in 1933 and retains a high degree of architectural integrity.

## Comparative Analysis

Following the collapse of the Victorian land boom in the 1890s, many grand mansions in the inner suburbs of Toorak, Malvern and South Yarra were repurposed, subdivided or at times demolished. The subdivision of the old estates increased after World War I when the cost of maintaining these large properties became prohibitive. In the 1920s the area experienced a rapid release of residential land, providing opportunities for some of the most prestigious residential commissions in Melbourne.

As noted by Lewis in the 1992 *City of Malvern Heritage Study*, houses in the former cities of Malvern and Prahran dominated the pages of contemporary journals of the interwar period to an extent unrivalled by any other Melbourne suburb and no other part of Melbourne had so many large and notable houses designed by prominent architects in this period. These architects built predominately in the fashionable architectural styles of the 1920s and 1930s, particularly the Georgian Revival and Old English modes.

A substantial number of houses dating to the interwar period remain within the City of Stonnington to demonstrate this historic theme and numerous examples of these are included in the Heritage Overlay on an individual basis. The majority of these places are architect-designed and all are particularly well-considered and carefully detailed examples of this class of place. Examples of these places in Malvern include:

- 16 Somers Avenue (HO334), designed by Frederick Louis Klingender, 1935
- Mindai, 407 Glenferrie Road (HO525), designed by A Mortimer McMillan, 1934
- 1 Chesterfield Ave (HO523), designed by Hudson and Wardrop, 1928
- Nullagai, 429 Glenferrie Road (HO313), designed by Eric Beedham, 1927
- Former Player House, 304 Glenferrie Road (HO524), designed by Peck & Peck, 1925.

While the house at 8 Embling Road, Malvern is an intact and representative example of an interwar house in the City of Stonnington, it is not of the same high architectural standard as the examples listed above and exhibits no particular aesthetic features of note to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place. No architect has been identified to demonstrate the historic trend of grand interwar houses designed by prominent architects.

## Grading and Recommendations

It is recommended that the place not be included in the Heritage Overlay of the Stonnington Planning Scheme.

## References

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

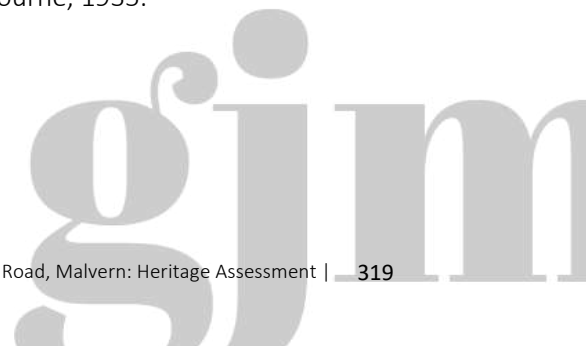
Commonwealth of Australia Gazette.

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.

Land Victoria Title Certificates.

Malvern Rate Books.



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

Sands and McDougall Directories (S&M).

Stonnington History Centre (SHC).

*The Age*.

*The Herald*.



## HERITAGE ASSESSMENT

### Shops, 318-318B Glenferrie Road & 1112-1122 Malvern Road, Malvern



Figure 1. 318-318B Glenferrie Road & 1112-1122 Malvern Road (southern elevation to right, eastern elevation to left), Malvern (GJM Heritage, November 2020).

DATE: June 2021

## SHOPS, 318-318B GLENFERRIE ROAD & 1112-1122 MALVERN ROAD, MALVERN

<b>Place type:</b> Shops	<b>Architect:</b> Joseph Plottel
<b>Construction Date:</b> 1941	<b>Builder:</b> Not known
<b>Recommendation:</b> Do <u>not</u> include in the Heritage Overlay	<b>Extent of Overlay:</b> N/A

### Reasons for Recommendation

While the shops at 318-318B Glenferrie Road & 1112-1122 Malvern Road are a relatively intact example of a Moderne-style commercial building in the City of Stonnington, they were constructed in 1941 and are a late example of the style that was popular in the 1920s and 1930s in the municipality and across Victoria. The shops exhibit no particular aesthetic features of note and are not associated with any historical figures or uses of note. While the design of the building is designed by architect, Joseph Plottel, the shops are not considered to be a fine or well-resolved example of his work. The place is not considered to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place.

### Locality History

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).

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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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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

Prior to the construction of the current building on the site, the allotment on the south-east corner of Glenferrie and Malvern roads was a vacant lot (Figure 2), which had a number of owners over a period of time (LV:V5119/F617). In August 1941 Stanhope Investments Pty Ltd purchased the land. A covenant on the title that restricted development of the property to one brick residence (at a minimum cost of £800) had been removed just prior to sale in March 1941 (LV:V5119/F617). The two-storey corner commercial building was built soon after purchase, in 1941. The property was described in the rate books as having six brick shops and

three suites of rooms (Malvern Rate Books). A property sewerage plan (PSP) dated December 1941 shows a footprint of the building (Figure 3), which was attributed to 'J Plottel of 31 Queen Street, Melbourne'. Joseph Plottel, who was also noted as the owner in the 1937-45 rate records, was a well-known Melbourne architect, who ran his own architectural practice between 1911 and 1941. It is likely that he designed the property at 318-318B Glenferrie Road & 1112-1122 Malvern Road just prior to his retirement.

The 1944-45 Sands and McDougall Directories listed three vacant shops to both Glenferrie and Malvern roads, and an aerial photo dated 1945 shows the current building (Figure 4). In 1950, the shops to Malvern Road were occupied by Mrs R McNicol's frocks (no. 1112), a dealer and resident above (1114), and a chemist (1116). The shops to Glenferrie Road were occupied by a furniture dealer (no. 318c), childrenswear shop (318b) and a confectioner (318) (S&Mc).

In 1945, Stanhope Investments subdivided the larger allotment into six smaller lots, separating the building over two lots (illustrated at Figure 4). Lot 2 (the eastern half of the subject site; 10m frontage to Malvern Road) was sold to H P Dollman Pty Ltd in April 1945. Lot 1 on the corner (including the accessway to the south) was sold to Kador Development Pty Ltd in April 1954. In 1961, Kador Development also acquired Lot 2 to the east. The two lots were re-consolidated in 1981 (matching the current title boundary) (LV:V5119/F617; V6762/F235). From 1993 the property has had various owners (LV:V9441/F786).

The ground floor shopfronts have been altered in recent years. In 2021 the corner and Malvern Road frontage is occupied by one business, while the remainder of the Glenferrie Road frontage serves as two commercial premises.



Figure 2. Aerial photograph showing the vacant corner allotment at the intersection of Malvern and Glenferrie roads (indicated by yellow arrow), c1925-35 (SLV H91.160/449).

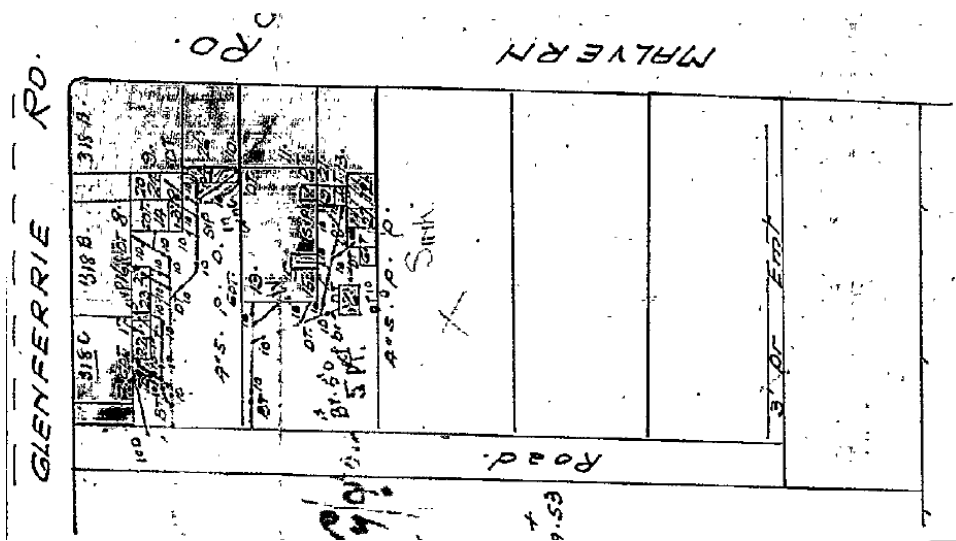


Figure 3. Footprint of the building, December 1941. The plan shows the building located on two of the six lots established by the 1945 subdivision (Yarra Valley Water).



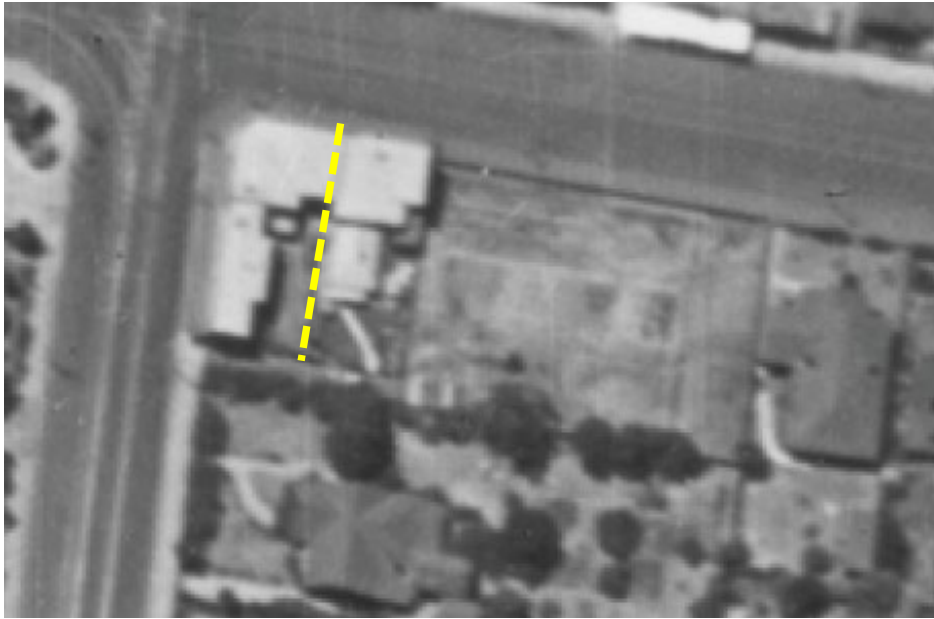


Figure 4. The corner building in 1945. The yellow line indicates where the building was subdivided into two lots, as part of the 1945 subdivision (Landata Victoria).

### **Joseph Plottel, architect**

Joseph Plottel was a well-known Melbourne-based architect, who worked as a sole practitioner between 1911 and c1941. Plottel (1883-1977) was born in Yorkshire and trained in London before moving to South Africa in 1903 and to Melbourne in 1906, where he first worked for the Railways Engineering Department for four years. He then worked for architect Nahum Barnet for a short period before commencing his own practice in 1911, which flourished throughout the Interwar period. His commissions included factories, offices, shops, civic buildings, houses, a number of flats, and he undertook major commissions for the St Kilda Hebrew Congregation Synagogue, Charnwood Grove, St Kilda (1924-25; VHR H1968) and the former Footscray Town Hall, 61 Napier Street, Footscray (1936; VHR H1218). He also designed the Moderne Temple Beth Israel Synagogue in St Kilda, in 1937 (Grow 2012:545-6).

Plottel worked in a range of architectural styles, particularly the American Romanesque and Arts and Craft movement, as well as Tudor Revival and Spanish Mission. In the later 1930s, his work became increasingly Moderne, with examples such as the Beehive Building at 92-94 Elizabeth Street Melbourne (1935) and Yoffa House at 187 Flinders Lane, Melbourne (1937).

Plottel also designed a number of flats in the St Kilda area, such as the early flats 'Clarendon Mansions' at Blessington Street, St Kilda (1915), at which he resided (*Emerald Hill*, 1 Jan 1916:2; *Herald*, 27 Jan 1916:7). In the 1930s, his residential work included: 'The Warwick', 75 Fitzroy Street, St Kilda (1933); 'Redholme' flats, 625 Toorak Road, Toorak (1934); 'Welford Lodge', 123 Alma Road, St Kilda East (1937); 'Clovelly' flats, 136 Alma Road, St Kilda East (1938) and 'St Ives', 17 Charnwood Grove, St Kilda (1940).

Within the City of Stonnington, Plottel undertook a number of residential and commercial projects, such as 'Redholme' flats and maisonettes at 1 Evans Court and 625 Toorak Road, Toorak (1933), which are both included in the Power Street Precinct (HO180) as individually significant places (SHC catalogue entries). He appears to have retired in c1941.

### **Historical Themes**

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## Description

The shops at 318-318B Glenferrie Road & 1112-1122 Malvern Road are located on the southeast corner of the major intersection of Glenferrie and Malvern Roads. The shops extend along the northern and western boundaries of the site, with a private unmade laneway to the south providing vehicular access to the service areas at the rear. The site slopes slightly up from Malvern Road to the south and down from Glenferrie Road to the east.

The property comprises a two-storey rendered brick building with a prominent curved corner. The building is L-shaped, built to the northern and western boundaries, and is divided into three sections by party walls with parapets: the eastern and southern sections are rectangular, and the northwestern section features a filleted corner. All roofs are hidden behind a parapet, and are clad in corrugated metal sheeting. A single-storey addition to the rear of the eastern section has a hipped roof and simple red brick chimney.

The building adopts a Moderne-style, although the ground floor has been substantially modified and original detailing is found only to the first-floor level. The rounded corner is emphasised with continuous parallel horizontal lines at the parapet, and a curved ribbon window with a shallow cantilevered windowhead. The parallel lines at the parapet are created by projecting every second brick course forwards slightly to make shadowlines. Windows are metal-framed and either double-hung sash windows or fixed. Three parallel bars are formed in render and positioned over vents above the windows at the first-floor level. All walls are of overpainted face brick.

At the ground floor, shopfronts feature expansive (later) glazing and various accretions, including signage. The ground floor corner is chamfered with a recessed entry, which appears to be a later alteration. Other alterations and additions include the cantilevered canopy that extends around the full length of the west and north elevations, and the Telstra infrastructure mounted over the corner section.

## Intactness/Integrity

The shops at 318-318B Glenferrie Road & 1112-1122 Malvern Road remain intact at the first-floor level to their original construction in 1941 and retain a high degree of architectural integrity.

## Comparative Analysis

The shops at 318-318B Glenferrie Road & 1112-1122 Malvern Road are a largely intact example of a Moderne-style commercial building in the City of Stonnington. A number of Moderne-style commercial buildings are currently included in the Heritage Overlay of the Stonnington Planning Scheme within heritage precincts as either contributory or individually significant places. Examples of these include:

- Shops, 508 Malvern Road, Prahran (significant within HO124)
- Shops, 109 Wattletree Road, Armadale (significant within HO349)
- Bank, 146-8 Glenferrie Road, Malvern (contributory within HO349)
- Former Moama Dairy, 35 Emo Road, Malvern East (graded significant within HO356)
- Coughlin's Dairy, 105 Wattletree Road, Armadale (graded significant within HO349)

The Moderne-style Woodmason's Melrose Dairy Shops, located opposite the subject property at 1125-1131 Malvern Road & 320-320C Glenferrie Road and dating to c.1935, has been recommended for inclusion in the Heritage Overlay as an individual heritage place as part of the Malvern Heritage Review Gap Study 2021.

These properties all demonstrate typical characteristics of the Moderne style, including simple geometric forms, strong horizontal compositions, parapeted facades concealing roof forms behind, cantilevered balconies, metal framed windows, and face brick or rendered brick construction.

While the shops at 318-318B Glenferrie Road & 1112-1122 Malvern Road are a relatively intact example of a Moderne-style commercial building in the City of Stonnington, the building design is not well-resolved and is not considered to be of a high architectural standard. Constructed in 1941, the building is a late example of the Moderne architectural style that was popular in the 1920s and 1930s in the municipality and across Victoria. The shops are not associated with any historical figures or specific uses of note.

### **Grading and Recommendations**

It is recommended that the place not be included in the Heritage Overlay of the Stonnington Planning Scheme.

### **References**

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

*Emerald Hill.*

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

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R Grow, Joseph Plottel' in Philip Goad & Julie Willis's (Eds.), *The Encyclopedia of Australian Architecture*, Port Melbourne, 2012.

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State Library of Victoria (SLV).

Stonnington History Centre (SHC).

*The Herald.*

## HERITAGE ASSESSMENT

### House, 328 Glenferrie Road, Malvern



Figure 1. 328 Glenferrie Road, Malvern (GJM Heritage, November 2020).

DATE: June 2021



### 328 GLENFERRIE ROAD, MALVERN

<b>Place type:</b> House	<b>Architect:</b> Schreiber & Jorgensen
<b>Construction Date:</b> 1924	<b>Builder:</b> Not known
<b>Recommendation:</b> Do <u>not</u> include in the Heritage Overlay	<b>Extent of Overlay:</b> N/A

#### Reason for recommendation

While the house at 328 Glenferrie Road, Malvern is an intact and representative example of an interwar house in the City of Stonnington, it is not of a high architectural standard and exhibits no particular aesthetic features of note to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place.

While it is of some historic interest as a remnant example of an interwar house in Glenferrie Road, it is not considered to be of sufficient architectural merit to demonstrate this historic theme. It is a restrained example of an interwar house designed by architects, Schreiber and Jorgensen.

#### Locality History

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

The house at 328 Glenferrie Road was built in 1924 to designs by architects Schreiber & Jorgensen. It is located at the corner of Glenferrie Road and Woodmason Street, to the south of Stonington Mansion. Glenferrie Road was created by Robert Hoddle's survey of the suburbs of Melbourne and was the address for many affluent residents in the Malvern area in the late nineteenth and early twentieth centuries (Lewis 1992).

The land on which the subject property is located formed Lot 3 of the Woodmason Estate. This extensive estate was originally owned by Walter Woodmason, 'one of the most successful market gardeners in the neighbourhood of Melbourne', who established a large market garden at the corner of Glenferrie and Malvern roads in the 1860s (*Leader*, 12 October 1889:10; Lewis 1992). Woodmason's extensive landholdings were recognised as highly valuable land as early as 1889, with various newspaper articles declaring that the site could be sold in building allotments at a 'very high price' (*Leader*, 12 October 1889:10). The subject property remained vacant in 1902 (MMBW Plan No.59, 1902) (Figure 2).

Woodmason's vast property was eventually subdivided as the Woodmason Estate in April 1913 when 30 residential allotments were offered for sale (Figure 3). The highly successful sale saw 28 of the 30 lots sold; lots with frontages to Glenferrie Road sold for £5 5s and £5 per foot (*Prahran Telegraph*, 19 April 1913:5; *Evelyn Observer & Bourke East Record*, 2 May 1913:3). The subject property at Lot 3, measuring 70 x 140 feet, was purchased by Percy Thompson of Hawthorn Road, Caulfield (Malvern Rate Books).

By 1923, the subject property was owned by Mr Thomas Dixon Kay, schoolmaster, and comprised vacant land measuring 70 x 150 feet. The following year, he had built a nine-roomed brick house with a NAV of £140 on the site (Malvern Rate Books). The house was designed by architects, Schreiber and Jorgensen. Plans dating to 1924 show the proposed residence as a two-storey brick building with pyramidal roof form, prominent chimneys, sash windows and an entry portico extending over the main entrance (Figure 3).

The Kay family continued to reside at the property to the 1960s. It has been owned and occupied by various tenants since (S&M).

### **Schreiber and Jorgensen, architects**

*The following includes detail contained within '30 and 32 Sunnyside Avenue, Camberwell Expert Witness Statement to Panel, Amendment C274 Part 2 to the Boroondara Planning Scheme', B Raworth, 2018.*

The partnership of Schreiber and Jorgensen was formed in c. 1914, when Ole Henry Jorgensen joined his uncle, Robert Schreiber, in practice. The firm was known for its ecclesiastical work and was responsible for several well-known buildings associated with the Catholic Church, including St Mary's Presbytery, Northcote (1929) and Xavier College Chapel, Kew (1927-34). The firm also undertook a number of residential projects in the Toorak and Malvern areas, including houses at 331 Glenferrie Road, Malvern (1918), 382 Glenferrie Road, Malvern (1923), 1021 Malvern Road, Malvern (1923), 24 Monaro Road, Toorak (1923) and 11 Toorak Avenue, Toorak (1925).

Around 1930, it appears that Schreiber retired from the firm, leaving Jorgensen to practice under his own name. Jorgensen continued to undertake ecclesiastical work, including the new St Peter's Church in Toorak (1933-34) and Our Lady of Lourdes Church, Prahran (1934).

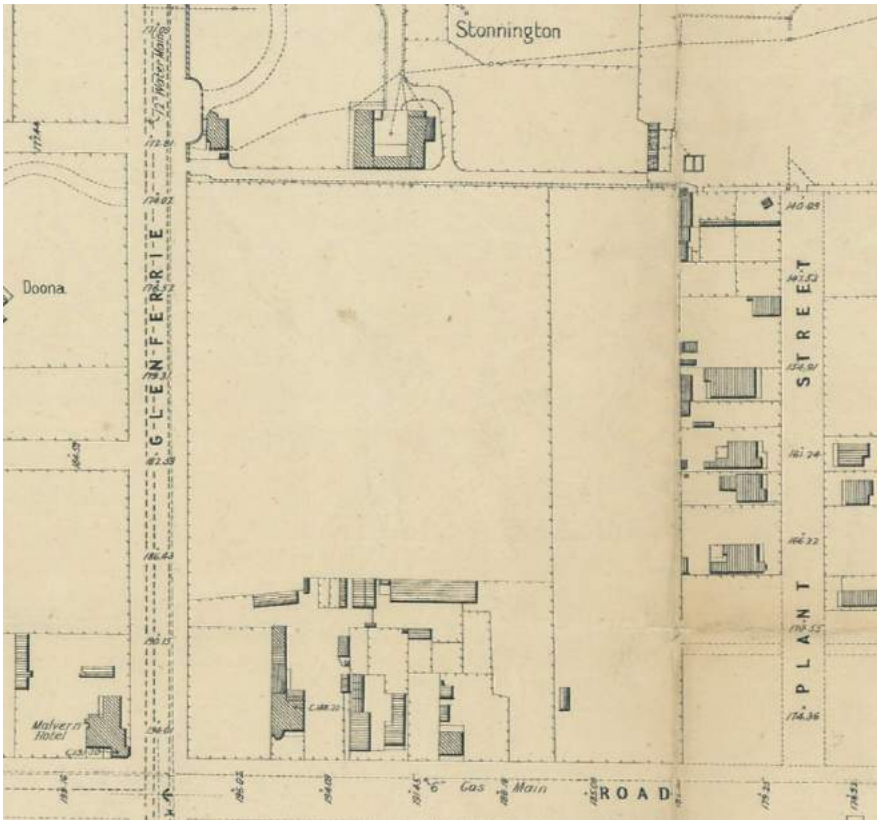


Figure 2. MMBW Plan No 59 of Malvern showing the vacant land at the subject site prior to subdivision of the Woodmason Estate, 1902 (SLV)

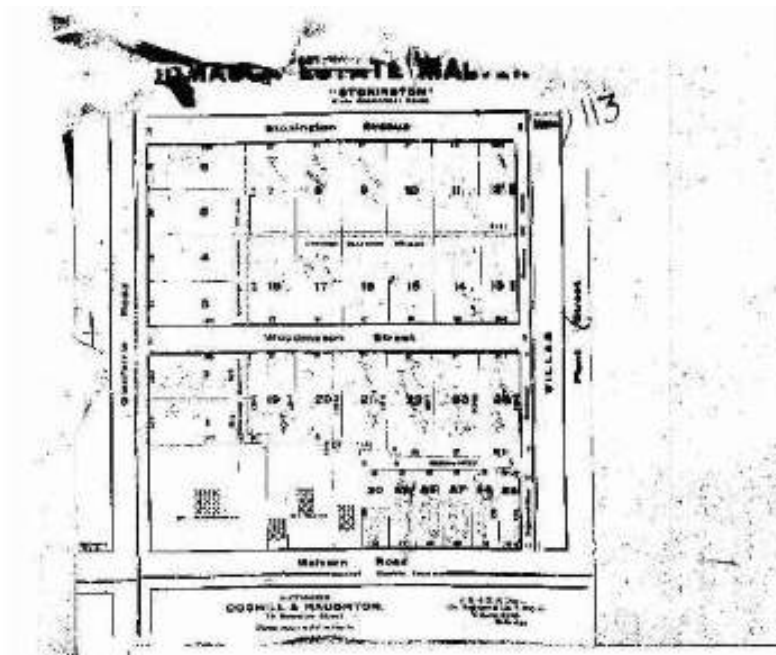


Figure 3. Woodmason Estate, c.1913 (SHC MH292).



Figure 4. Architectural plans for proposed residence at corner of Glenferrie Road and Woodmason Street prepared by Schreiber and Jorgensen, 1924 (SHC MB3038)

## Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.7 Making homes for Victorians

## Description

The house at 328 Glenferrie Road is located on the east side of Glenferrie Road at the corner of Woodmason Street. Vehicular access is provided to this large corner block from the west and south boundaries, connected by a curving driveway. The main pedestrian entry is from Woodmason Street.

The house is a two-storey masonry building with a terracotta-tiled pyramidal roof and broad timber-lined eaves. Four tall chimneys penetrate the roof at the north, east and south eaves and feature smooth-rendered cappings and string mouldings with a triangular motif. The walls are finished in roughcast render, with ornamentation focused around the windowsets; at the west (principal) elevation, these are expressed proud of the wall on brick corbels, flanked with timber shutters, and protected by shallow rectilinear window hoods. The windows themselves are timber-framed double hung windows, with multi-paned upper sashes. A gable-roofed porte cochere, through which the curving, brick-paved driveway passes, projects beyond a two-storey entry portico at the west (principal) elevation.

The house is set back beyond a high garden fence of roughcast-rendered masonry and timber construction. Metal gates secure both vehicular entries and the pedestrian entry. Large specimen trees to the west and northeast of the house dominate the garden setting.

## Intactness/Integrity

The house remains highly intact to its original construction in 1924 and retains a high degree of architectural integrity.

## Comparative Analysis

Following the collapse of the Victorian land boom in the 1890s, many grand mansions in the inner suburbs of Toorak, Malvern and South Yarra were repurposed, subdivided or at times demolished. The subdivision of the old estates increased after World War I when the cost of maintaining these large properties became prohibitive (Lewis 1992). In the 1920s the area experienced a rapid release of residential land, providing opportunities for some of the most prestigious residential commissions in Melbourne. Glenferrie Road was particularly notable for its large collection of substantial interwar houses. Following the subdivision of a series of vast estates in the 1920s, including Glenferrie, Grosvenor, Moorakyne and Stonnington, the area attracted the upper middle classes and many substantial houses, designed by Melbourne's leading architects, were constructed in Glenferrie Road and its surrounding streets (Raworth 2014).

As noted by Lewis in the 1992 *City of Malvern Heritage Study*, houses in the former cities of Malvern and Prahran dominated the pages of contemporary journals of the interwar period to an extent unrivalled by any other Melbourne suburb and no other part of Melbourne had so many large and notable houses designed by prominent architects in this period. These architects built predominately in the fashionable architectural styles of the 1920s and 1930s, particularly the Georgian Revival and Old English modes.

A substantial number of houses dating to the interwar period remain within the City of Stonnington to demonstrate this historic theme and numerous examples of these are included in the Heritage Overlay on an individual basis. The majority of these places are architect-designed and all are well-considered and carefully detailed examples of this class of place. Examples of these places in Malvern include:

- 16 Somers Avenue (HO334), designed by Frederick Louis Klingender, 1935
- Mindai, 407 Glenferrie Road (HO525), designed by A Mortimer McMillan, 1934
- 1 Chesterfield Ave (HO523), designed by Hudson and Wardrop, 1928
- Nullagai, 429 Glenferrie Road (HO313), designed by Eric Beedham, 1927
- Former Player House, 304 Glenferrie Road (HO524), designed by Peck & Peck, 1925.

While the house at 328 Glenferrie Road, Malvern is an intact and representative example of an interwar house in the City of Stonnington, it is a restrained example of Schreiber and Jorgensen's work and is not of the same high architectural standard as the examples listed above.

While it is of some historic interest as a remnant example of an interwar house in Glenferrie Road, it is not considered to be of sufficient architectural merit to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place.

## Grading and Recommendations

It is recommended that the place not be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

## References

Architectural plans for proposed residence at corner of Glenferrie Road and Woodmason Street, Schreiber and Jorgensen, 1924 (SHC MB3038).

B Raworth, '30 and 32 Sunnyside Avenue, Camberwell Expert Witness Statement to Panel, Amendment C274 Part 2 to the Boroondara Planning Scheme', 20 August 2018.

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



*Evelyn Observer & Bourke East Record.*

*Leader.*

Malvern Rate Books.

Melbourne and Metropolitan Board of Works Plan No. 59, 1902.

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

*Prahran Telegraph.*

Sands and McDougall Directories (S&M).

Stonnington History Centre (SHC).

## HERITAGE ASSESSMENT

### Terrace Row, 227-233 Wattletree Road, Malvern



*Figure 1. 227-233 Wattletree Road, Malvern (GJM Heritage, May 2021).*

DATE: June 2021



## TERRACE ROW, 227-233 WATTLETREE ROAD, MALVERN

<b>Place type:</b> Terrace Row	<b>Architect:</b> Not known
<b>Construction Date:</b> c.1888	<b>Builder:</b> Not known
<b>Recommendation:</b> Do <u>not</u> include in the Heritage Overlay	<b>Extent of Overlay:</b> N/A

### Reason for Recommendation

The terrace row at 227-233 Wattletree Road, Malvern is not considered to be of sufficient significance to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place. When compared to the numerous examples of highly intact Victorian terrace rows included in the Heritage Overlay of the Stonnington Planning Scheme, it is considered that the place does not meet the threshold for local significance. The terrace row has been subject to numerous alterations – including the later addition of Victorian-style verandahs, the demolition or alteration of chimney, and the overpainting of brickwork – such that its integrity to its Victorian period of construction has been compromised.

### Locality History

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).

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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).

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## Place History

The land on which 227-233 Wattle tree Road is located originally formed part of Crown Portion 41 in the Township of Gardiner, Parish of Prahran. In 1885, the land bounded by High Street to the north, Tooronga Road to the east, Wattle tree Road to the south, and Thanet and Stanhope streets to the west was subdivided as the Stanhope Estate. The estate created Emily (now Dalny), Harvey, Fraser, Grace (the north end), Thanet, 'Dixson', Jordan, Horace and (part of) Stanhope streets (SHC).

Henry Whiteland, carpenter and joiner of Wattletree Road, Malvern, purchased Lot 17 of the Stanhope Estate in November 1885. Located at the north-west corner of Wattletree Road and Jordan Street and matching the current extent of 227-233 Wattletree Road, the c.1885 advertisement for the estate shows a small brick cottage had been constructed on the lot at the northern end of the property by this time (Figure 3; LV:V1782/F387). In October 1888, Paul Vansuylen, gentleman, purchased the property at 227-233 Wattletree Road. By this time, four brick and weatherboard terrace houses, each with four rooms, had been constructed on the site and let to tenants (LV:V1782/F387; Malvern Rate Books).

In the following years, the terrace row was sold as a single property to a number of owners, including Emma O'Neil from 1891, Archibald Paton, warehouseman, from 1894 until his death in 1897, and George G Smith from May 1899 to his death in 1909 (LV:V1782/F387; V2539/F762). Smith's probate described the property, then valued at £900 as:

*All that piece of land being part of Crown Portion 41 at Gardiner Parish of Prahran County of Bourke having a frontage of 63 feet to the North side of Wattle Tree Road aforesaid by a depth of 116 feet along Jordan Street on which is erected a Terrace of 4 cottages single fronted of Four rooms each (Probate:VPRS28/P3/67).*

The 1901 Melbourne and Metropolitan Board of Works (MMBW) plan shows the early footprint of the four existing terrace houses (**Error! Reference source not found.**). The later 1908 MMBW plan (**Error! Reference source not found.**) shows the terraces addressed as nos. 179 to 185 (adjacent to Jordan Street), with no verandahs. It is unclear when the verandahs were constructed. The individual houses were named after racehorses – Hymettus, Wait-a-Bit, Amberite and Bobadil (*Western Mail*, 4 November 1898:10; *Sportsman*, 13 December 1898:2).

Following Smith's death in 1909, his executors retained the property (still comprising the four houses) for a number of years, before subdividing and selling the current no. 233 to Alfred C Y Trott in June 1924 (with a carriageway off Jordan Street). The remaining three houses were also sold to Trott the following month, in July 1924 (LV:V2725/F932).

The current no. 231 was subdivided and on-sold individually in April 1925, and nos. 227-229 were sold as a pair the same month (LV:V4890/F839). It appears that nos. 227 and 229 remained on the same title, under various ownership, until the early 1980s (LV:V5025/F867; Council Valuations). A 1934 auction notice for nos. 227-229 described them as a 'pair brick and W.B. villas containing 4 rooms and convs, being all that piece of land, being part of Crown Portion 41, Parish of Prahran, at Gardiner, County of Bourke...together with the brick and weatherboard houses erected thereon. Land has a frontage of 31ft 6in by a depth of 119ft 10in/119ft 8 ½in' (*Argus*, 1 December 1934:2).

In addition to adding the verandahs, all four cottages have undergone a number of alterations and additions, including recladding of roofs, replacement of front fencing, and the overpainting of brickwork. Additions have been constructed to the rear of all four properties.

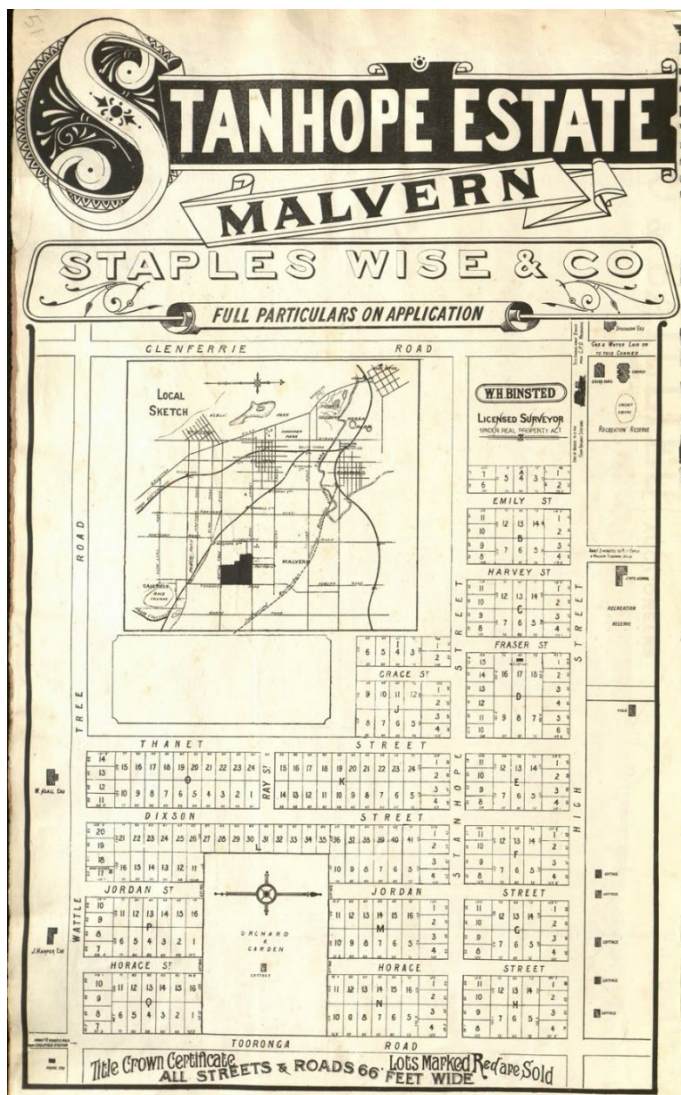


Figure 2. Advertisement for the Stanhope Estate, Malvern, c1885. North is to the right of the image (SLV)

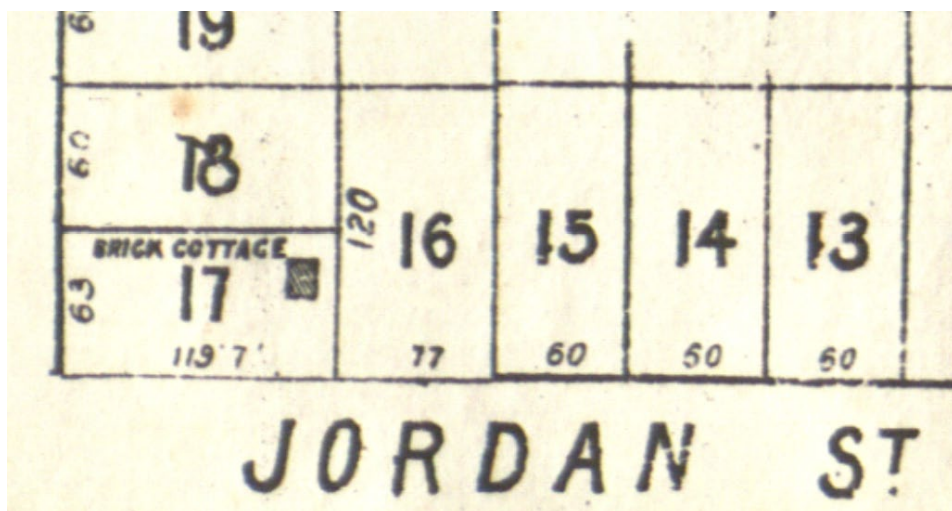


Figure 3. Detail from Stanhope Estate advertisement, Malvern, c1885 showing the brick cottage at Lot 17. North is to the right of the image (SLV)

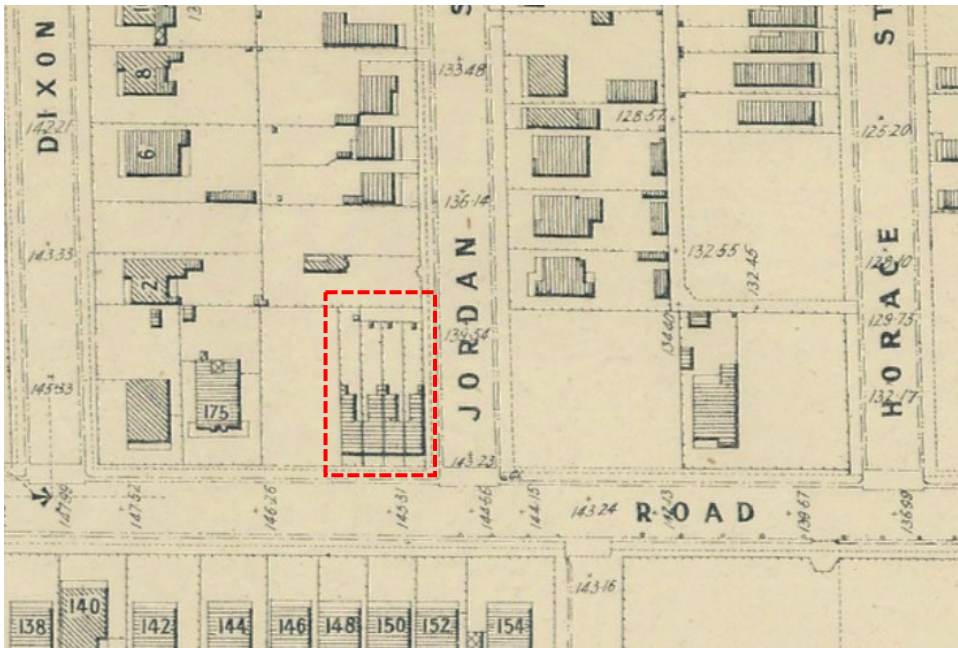


Figure 4. MMBW Plan No. 61 showing the terrace row at 227-233 Wattletree Road, Malvern, 1901 (SLV)

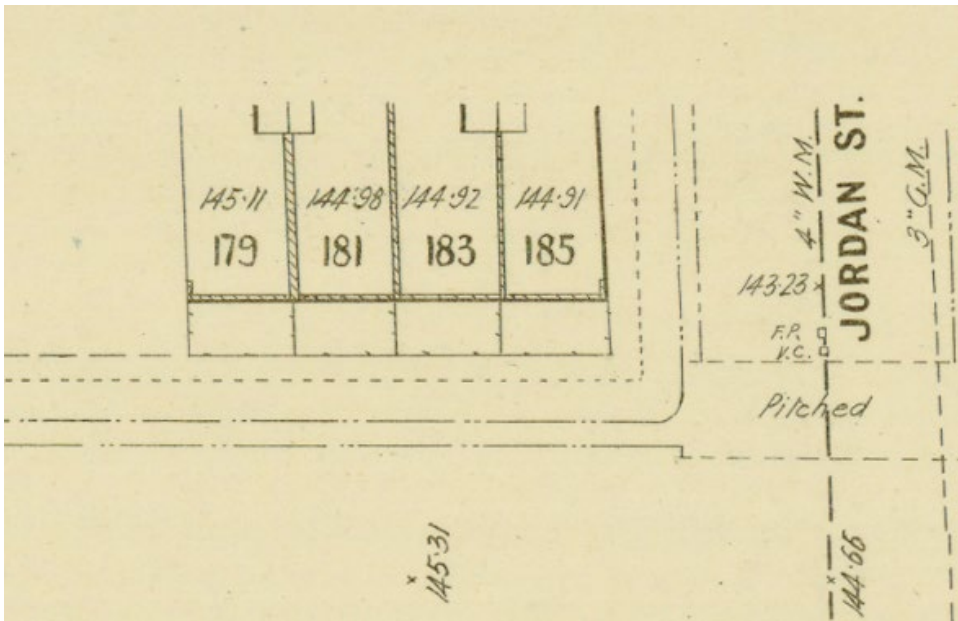


Figure 5. MMBW Detail Plan No. 1713 showing the terrace row at 227-233 Wattletree Road, Malvern, 1908. Note that the properties originally had no verandahs (SLV)



Figure 6. The terrace row at 227-233 Wattletree Road, Malvern in 1973 (SLV)

### Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
  - 6.3 Shaping the suburbs
  - 6.7 Making homes for Victorians

### Description

The terrace row at 227-233 Wattletree Road is located on the north side of Wattletree Road, to the west of Tooronga Road. The row of four houses is set close to the front boundary of the allotment, behind later picket fences, and the east side wall of 233 Wattletree Road is built to the boundary of the adjacent Jordan Street.

The parapeted front wall of the terrace row is of brick construction (overpainted) and the concealed hipped roof behind is clad with corrugated metal sheeting. Both the front wall and a Victorian-style shallow pitched verandah (later addition) continue across the whole elevation and no brick wing walls separate the terraces. Each individual terrace has an entry door and adjacent double hung window with narrow sidelights and the position of these alternates across the façade. Simple pilasters containing panels of vermiculated rustication divide the parapet above into four parts, each containing inset nameplates with the individual terrace name and flanking festoons. One chimney remains with all corbelling and associated detailing removed.

Various additions have been made to the rear of all terraces and the exposed eastern wall at Jordan Street has been reclad. This wall conceals a later two-storey addition and contains a number of recent openings.

### Intactness/Integrity

Historical research and physical investigation indicate that the terrace row at 227-233 Wattletree Road, Malvern has undergone some change and alterations. It appears that the extant verandahs are a later addition with Victorian-style detailing. Additional changes include the removal or modification of chimneys, overpainting of brickwork, recladding of roofs and additions to the rear of all four properties (including the street wall to Jordan Street).

## Comparative Analysis

A substantial number of terrace rows dating to the 1880s and 1890s remain within the City of Stonnington and numerous examples of these are included in the Heritage Overlay on both an individual basis and as significant or contributory places within heritage precincts. The majority of these places are highly intact, and often well-considered and carefully detailed examples of this class of place. They demonstrate a range of terrace types, from elaborately detailed single and two-storey terrace rows designed for the upper and middle classes in the Victorian Italianate style, to more modest single-storey workers' cottages. Examples of these places included in the Heritage Overlay of the Stonnington Planning Scheme as individual heritage places include (but are not limited to):

- Westbourne Terrace, 20-30 Duke Street, Windsor (HO578), 1879
- Inglewood Terrace, 396-400 High Street, Windsor (HO581), 1884-5
- 49-59 Upton Road, Windsor (HO583), 1890-91
- 64-74 Upton Road, Windsor (HO584), 1890.

Examples of terrace rows dating to the Victorian period that are included as significant or contributory places within heritage precincts include (but are not limited to):

- 69-77 Hornby Street, Windsor (HO129 – Duke/Hornby Street Precinct)
- 15-27 and 45-55 Greville Street, Prahran (HO456 – Greville Street Residential Precinct)
- 39-49 Chatsworth Road, Prahran (HO127 – Chatsworth Road Precinct)
- 74-80 Sutherland Road, Armadale (HO397 – Sutherland Road Precinct)
- 6-18 Avoca Street, South Yarra (HO150 – Toorak Road Precinct)
- 1-11 Elm Place, Windsor (HO138 – Hornby Street/Somerset Place/McIlwrick Street/Elm Place Precinct)
- 13-17 McIlwrick Street, Windsor (HO138 – Hornby Street/Somerset Place/McIlwrick Street/Elm Place Precinct)
- 66-74 Wilson Street, South Yarra (HO379 – Wilson Street Precinct)
- 286-292 Williams Road, Toorak (HO155 – Williams Road Precinct).

In comparison to the above, the terrace row at 227-233 Wattletree Road, Malvern is not considered to be of sufficient historical, architectural, aesthetic or social merit to warrant inclusion in the Heritage Overlay of the Stonnington Planning Scheme as an individual Heritage Place. The place has been subject to a number of alterations – including the later addition of Victorian-style verandahs, the demolition or modification of chimneys, and the overpainting of brickwork – such that its integrity has been compromised. It is considered that the place does not meet the threshold for local significance, particularly when compared to the numerous examples of Victorian terrace rows included in the Heritage Overlay of the Stonnington Planning Scheme.

## Grading and Recommendations

It is recommended that the place not be included in the Heritage Overlay of the Stonnington Planning Scheme as a locally significant heritage place.

## References

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- The Argus*.
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