

MALVERN TOWN HALL

With the railway passing through Malvern and the land boom of the 1880s, the area prospered and the completion in 1886 of the Malvern Shire Hall on the prominent High Street corner was an indication of the district's prosperity. Land had been reserved for a Shire Hall, Court House and Library in 1878. It was proposed to erect a hall capable of holding 400 people, Court House, rooms for a Magistrate, Clerk of Petty Sessions, Shire Secretary, a Public Reading Room and Library. Council accepted plans drawn up by architects Wilson and Beswicke and the total cost of the new building was £8,651.

The Hon. Alfred Deakin, the Minister for Public Works, laid the foundation stone of the Malvern Shire Hall on September 22, 1885. In 1886 the completion of the Malvern Shire Hall created a triangle of potential development between Malvern and Armadale stations.

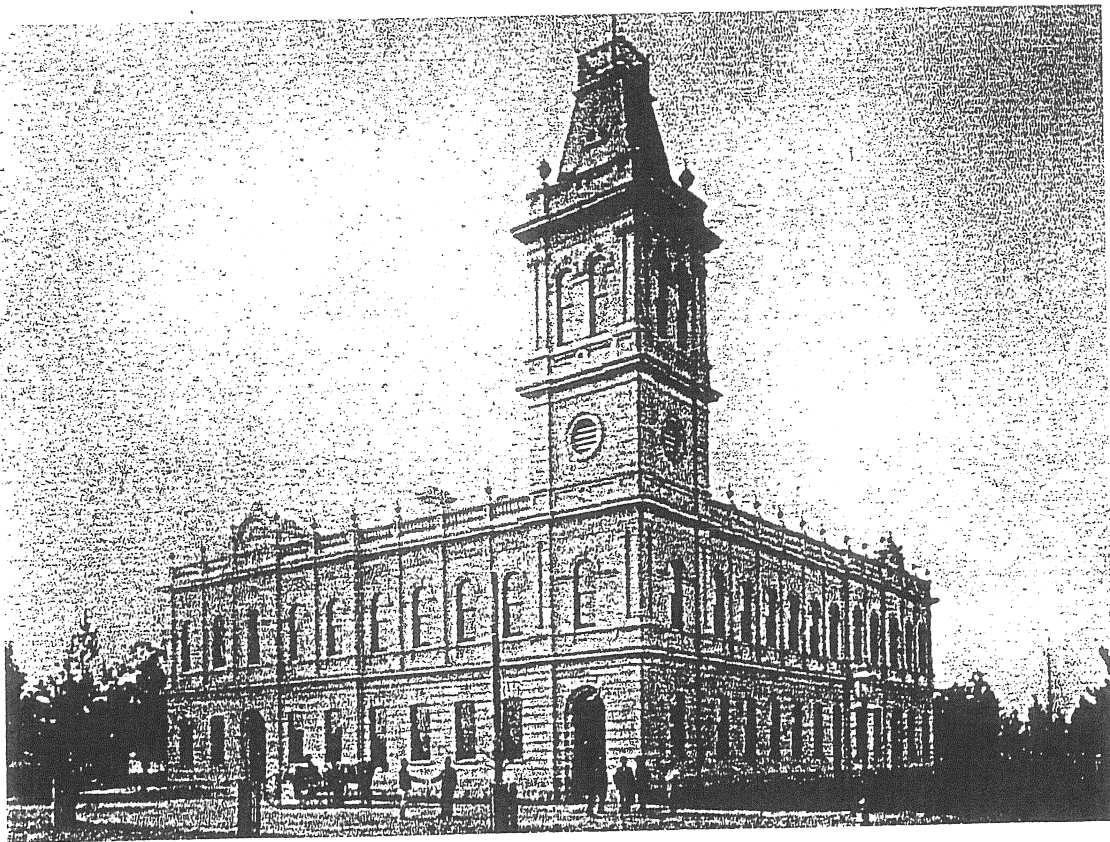


Illustration 5 Malvern Shire Hall, c. 1886.

Additions to the Shire Hall in 1890 included a second tower and an extended Glenferrie Road facade. A brass plaque at the base of the main tower commemorates the presentation of the clock in 1891 by Shire President, Cr. Alex McKinley. In 1926, alterations to the design of Architects Hudson and Wardrop, were carried out on the municipal wing, containing public offices, Council Chamber, and mayoral rooms.¹⁶ In 1996 the Stonnington City Council completed major renovations to what is now the Stonnington City Centre.

16 Cooper, p.149 -51

SUBDIVISIONS OF THE 1880s

The new Shire Hall confirmed the importance of the area at a time when successful speculators and merchants were erecting substantial mansions and grand homes on Malvern's residential estates. Real estate agents, auctioneers and the newly formed land and finance companies were quick to take advantage of spiralling land prices. Any remaining undeveloped land in Malvern's commercial centre was soon acquired. The subdivisions and land sales of the 1880s boom years created most of the residential streets running into Glenferrie Road and High Street. In 1885 the subdivision of the Summerland Estate created Valetta Street and Winter Street was created from Matthew Davies' Winter Estate.¹⁷ Towards the south end of Glenferrie Road, the subdivision and sale of the Pine Hill Estate in 1886 released a number of building allotments at the north east corner of Wattletree Road. The streets of Drysdale, Nicholls and Edsall, (named after Shire President Edward Edsell) were created¹⁸ and Chandlers Road, created in 1885 was named after market gardener William Chandler.

In 1887, development sites for commercial use resulted from the subdivision of Hayward's Estate on the prominent south east corner of High Street.¹⁹ In 1888, 'a substantial brick building'²⁰ was erected by the E.S. & A. Bank opposite the Shire Hall. The same year, the partnership of Messrs Munro and Baillieu, then Melbourne's most successful auctioneers and estate agents,²¹ auctioned land on the opposite corner of Glenferrie Road. The subdivision of the aptly named Town Hall Estate created Willis Street and released land for commercial development in High Street.²² Closer to Malvern Station, land extending east of Chandlers Road from Wattletree Road to Station Street, was released for sale in 1888. The sale, once again by agents Munro and Baillieu, opened up a large area for residential development. In deference to the request of Shire Engineer T.B. Muntz, Station Street was widened 'to meet the great business demand that will be made upon it.'²³

The 1880s boom years were coming to an end however, and with the severe economic depression of the 1890s, the partnership of Donald Munro and William Baillieu was dissolved,²⁴ along with numerous companies, building societies and banks that were placed in liquidation. Donald Munro, the son of landboomer and Premier, James Munro, had purchased property for himself in High Street and in 1889, 'Northbrook', Monroe's substantial Italianate style home, was completed adjacent to the Malvern Cricket Ground. In 1896, Munro was elected Malvern Shire President.

The severe downturn in the economy meant several large allotments remained as vacant land. In 1892 the subdivision of the Coldblo Estate was expected to release twenty-eight small allotments for commercial

17 Bower, 'A history of the subdivision', p.50

18 Sale notice and plan of subdivision, Pine Hill Estate, c. 1886 R.H.S.V. collection

19 Sale notice and plan of subdivision, Hayward's Corner, c.1887, Malvern Archives

20 Condition of sale in Certificate of Title. E.S.& A. Bank 1885, ANZ Bank Archive

21 M. Cannon. *The landboomers*, Melbourne, 1973

22 Baillieu Allard Subdivision Plans, plan 245, University of Melbourne Archives

23 Baillieu Allard Subdivision Plans, plan 240, University of Melbourne Archives

24 Cannon, p.128-9

development and a number of large blocks for residential development,²⁵ but as indicated by the 1902 Board of Works plan, this estate, along with several other large allotments south of High Street, remained undeveloped.

COLDBLO' ESTATE
MALVERN
 SATURDAY, 4th JUNE, 1892, at 3 o'clock, on the Ground.

MUNRO & BAILLIEU,
NAYLOR, FORBES & CO.,
 Auctioneers in Conjunction.
 Local Agency, MUNRO & BAILLIEU, High St., Armadale.

TERMS:
 Ten per cent.
 Deposit
10 per cent.
 BALANCE UP TO
TWO YEARS,
 Interest 6 per cent.

Title, Certificate.
 Solicitors:
 Messrs. BLAKE & RIGGALL,
 WILLIAM STREET.

CHOUCH & WILSON,
 Architects, Surveyors & Valuers.
 114 ELIZABETH STREET, MELBOURNE.

The plan shows the following streets: HIGH STREET, STANHOPE STREET, COLDLOD ROAD, UNION STREET, WATTLETREE ROAD, VALETTA STREET, WINTER STREET, GLENFERIE ROAD, and LAMBETH STREET. The lots are numbered 1 through 55. A circular inset map shows the location of the estate relative to the town of Malvern.

Illustration 6 Advertisement for the sale of land in the Coldblo Estate, 1892.

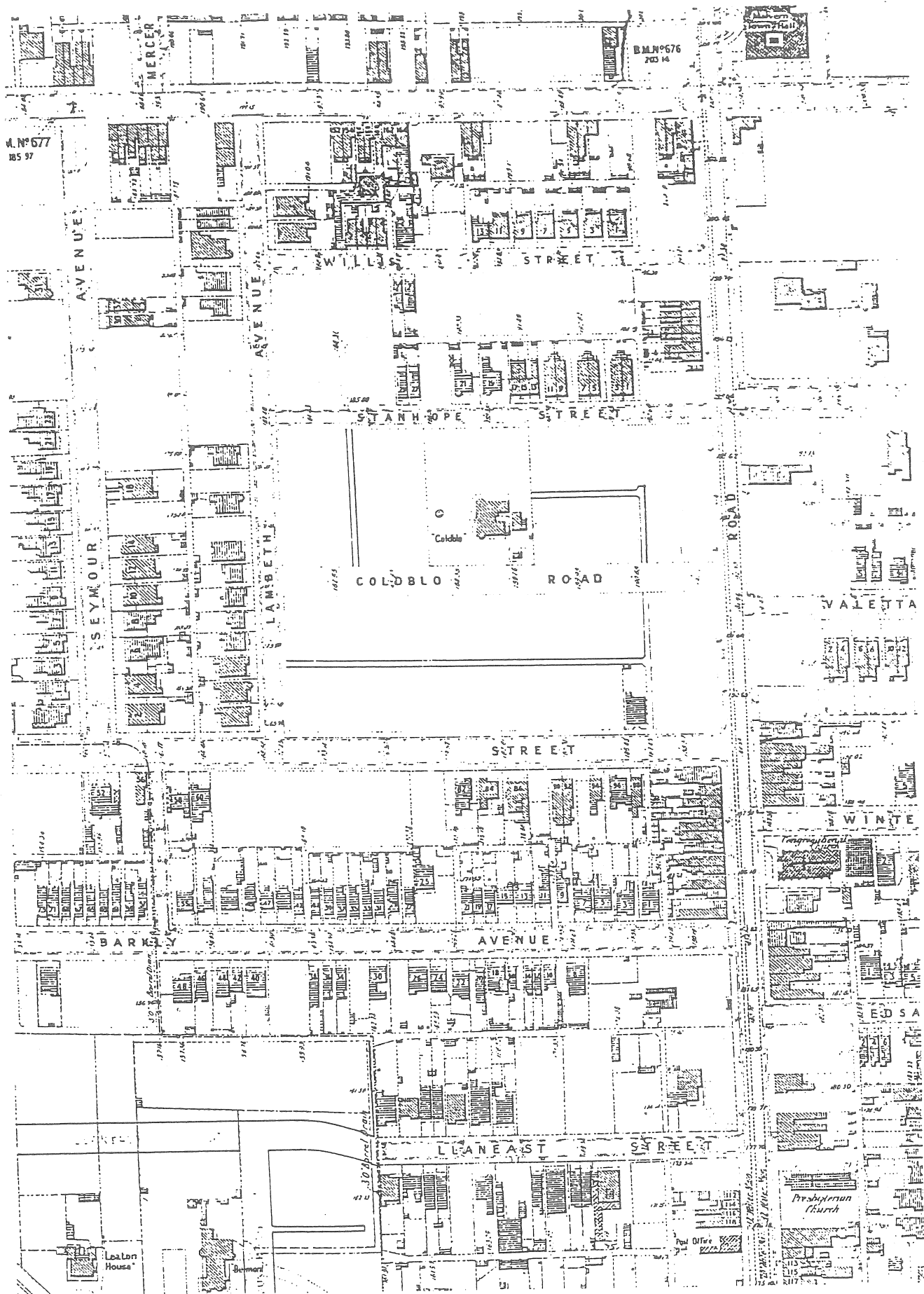


Illustration 7 MMBW plan, from 1902, showing undeveloped tracts of land in High Street and adjacent sections of Glenferrie Road.

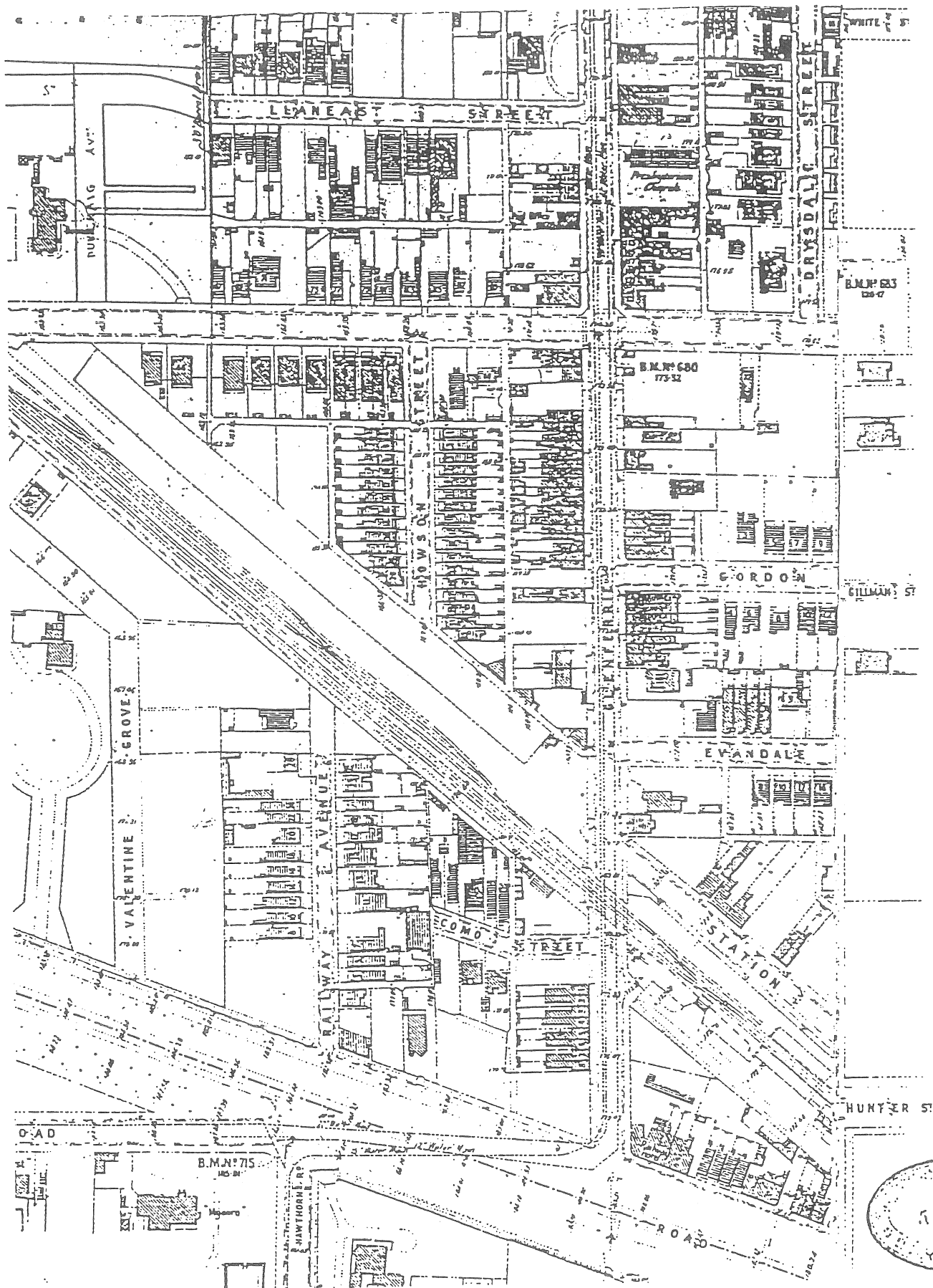


Illustration 8 MMBW plan, from 1902, showing high levels of development around Malvern Station.

Nevertheless, by the 1890s, a variety of traders and storekeepers, including bootmakers, blacksmiths, wheelwrights, tailors, dressmakers, milliners, upholsterers, ironmongers, saddlers, tobacconists, butchers, grocers, produce merchants, greengrocers and fuel merchants had established premises in Glenferrie Road, High Street, Station Street and the railway end of Claremont Avenue.²⁶ With the gradual improvement in the economy, commercial premises were eventually built on the remaining undeveloped land. In 1899 the Malvern Post Office was erected on the west side of Glenferrie Road²⁷ and around 1919, the new post office, which is still in use today, was constructed in Llaneast Street.²⁸ In 1906 the Metropolitan Fire Station was built in Willis Street to the design of architects Oakden & Ballantyne.²⁹

Churches also had a role to play in the development of Glenferrie Road. The Anglicans had worshipped at St. George's Church since the 1860s and prior to 1887 the Presbyterian Church was located north of Wattletree Road. The Malvern Congregational Church, built in 1886 on the corner of Winter Street,³⁰ was demolished in 1966 to make way for Coles Supermarket.

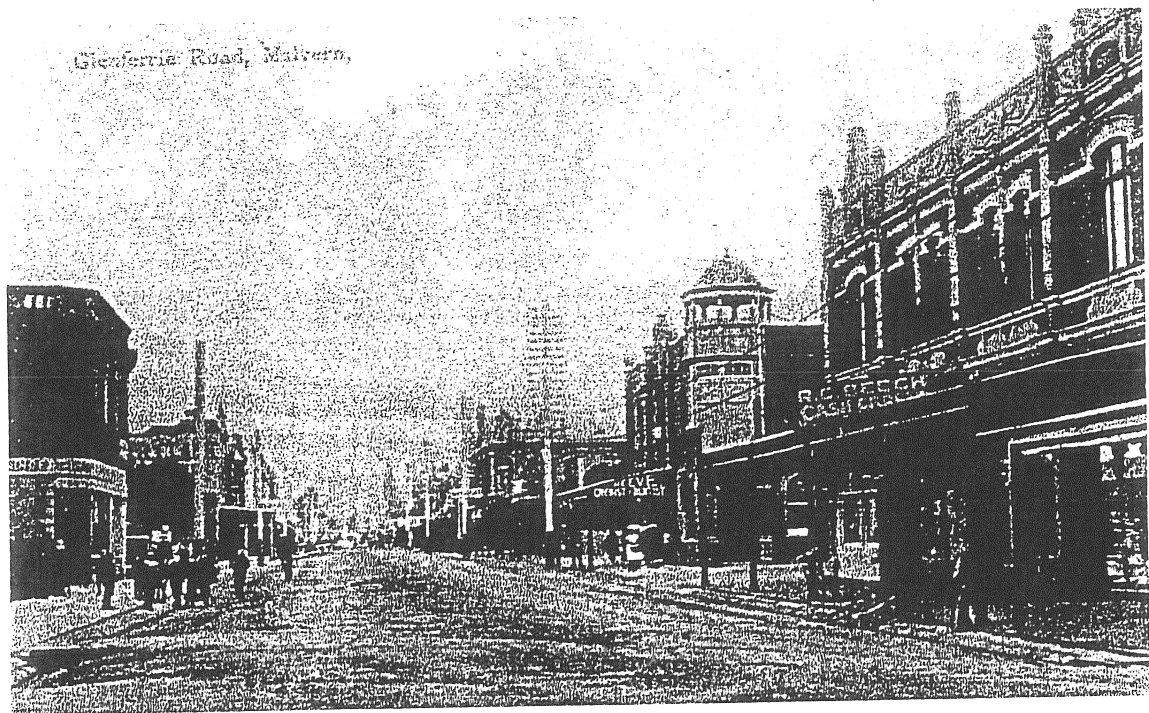


Illustration 9 Glenferrie Road looking north, c. 1905.

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- 26 Sands & McDougall Directories, 1890s.
 - 27 Architectural drawing Australian Archives, Series, B 3712
 - 28 Sands & McDougall Directories
 - 29 Miles Lewis, Architectural index.
 - 30 H. A. Cardwell, 'History of the Malvern Congregational Church', 1883-1958

PRAHRAN & MALVERN TRAMWAYS TRUST

For many years, efforts were made to establish a road transport link between Malvern and Prahran. Around the turn of the century the horse-drawn bus, which travelled along High Street between Malvern and Prahran Town Halls, proved more reliable than the steam powered bus, which ran for only twelve months in 1905. Finally, Malvern Councillor, Alexander Cameron came forward with some definite proposals. These formed the basis for an Act of Parliament, which constituted the Prahran and Malvern Tramways Trust to construct and manage the new tramway. The Hon. Thomas Luxton, M.L.C., Mr Donald MacKinnon, M.L.A. and Mr Norman Bayles, M.L.A. piloted the bill through Parliament, which was passed on September 23, 1907.³¹



Illustration 10 High Street looking east, c. 1905, showing steam powered bus.

In 1909 construction commenced on new tram lines along High Street from Prahran to Tooronga Road, along Glenferrie Road from High Street and down Wattletree Road to Burke Road. Ornamental tramway poles were positioned down the centre of Glenferrie Road, High Street and Wattletree Road and on 30 May 1910, the first tram ran from the Coldblo Road Tram Depot.³² The depot, originally designed by L.J. Flanagan and constructed in stages between 1910 and 1930, is 'Melbourne's first and largest electric tram depot of the various municipal trusts established prior to the formation of the Melbourne and Metropolitan Tramways Board in 1919'.³³

31 Breydon, Graeme *Feeding & filling. The story of the Prahran & Malvern Tramways Trust.* Tramway Museum Society of Victoria, 1990

32 Ibid.

33 Coldblo Tram Depot, citation, Heritage Victoria.



Illustration 11 Malvern's first tram, c. 1910.

When the electric tramway was constructed in Glenferrie Road and High Street, the State Government imposed stringent conditions, demanding a grade separation at the railway. This led to the extensive excavation of the railway cutting from Malvern to Hawksburn Railway Station,³⁴ with Prahran and Malvern Councils contributing to the cost.³⁵ Work continued during the First World War, and the line was doubled between South Yarra and Caulfield. When the siding was cut for the railway line, the earlier station at Malvern was demolished. The present station designed in 1912-13³⁶ by James W. Hardy, the chief architect for the Department of Way & Works was completed in 1914.³⁷ Hardy was also responsible for the railway stations at Caulfield, Hawksburn, Armadale and Toorak. As a result of the re-grading works, the level crossing at Glenferrie Road was changed to a road bridge. Malvern Station was one of several similar designs built in the metropolitan area to coincide with the electrification programme, which was delayed until the end of the War.³⁸

MALVERN PROCLAIMED AS A CITY - 1911

Malvern was declared a City in 1911 and with the increase in population the development of the district spread eastwards. With the arrival of the first tram, Glenferrie Road, being the next major shopping precinct east of Chapel Street, experienced a resurgence of development. Vacant sites were soon

34 Tibbits, G. 'History of Prahran; unpublished, 1983

35 Prahran & Malvern Tramways Trust, Statement of Accounts, 1913 & 1915, Malvern Archives

36 Victorian Railways - plans of Malvern Station 1912 & 1913

37 Andrew Ward, pers. comm. 17.4.97

38 Ward & Donnelly, *Victoria's Railway Stations an Architectural Survey*, 1981, Fig. 1. 18

developed and during the 1920s financial institutions chose the major intersections to build substantial bank buildings.

The first theatre to be erected in Glenferrie Road was the Tivoli in 1913. Throughout the 1920s and 1930s the area continued to prosper and a number of theatres added to the area's attraction. The Victory Theatre was erected in Wattletree Road in 1921 and a year later the Hoyts was built at the Dandenong Road corner. The Embassy (later Metro) replaced the Malvern Market on the south west corner of Stanhope Street in 1936.³⁹ The only theatre building, to have survived, is the Victory, which has been refurbished as a retail store. The Orpheum Theatre Co. formed in 1921, proposed to erect a theatre in Glenferrie Road, opposite the Town Hall. This was to be part of a larger development, which included eleven shops in High Street at the corner of Glenferrie Road. The shops, designed by prominent architect Walter Burley Griffin, were built in 1924.⁴⁰ The Malvern City Square now occupies the site.

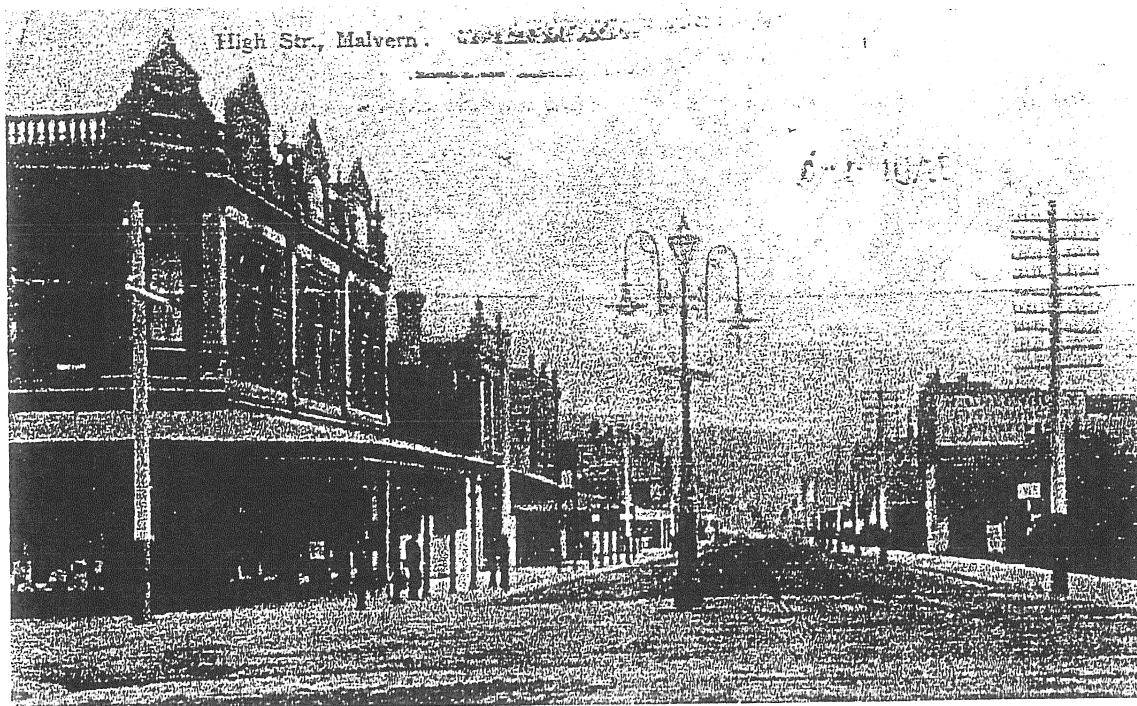


Illustration 12 High Street and Glenferrie Road intersection looking west, c. 1915.

39 Theatres File, Malvern Archives

40 Orpheum Theatre Company, defunct company records and city of Malvern rate books, 1920s
Information from Peter Navaretti