

Heritage Citation

TRIPLEX

Address: 20, 22 & 24 Woodmason Street, Malvern

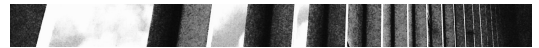
Prepared by: GJM Heritage/Purcell

Date: June 2017 (updated 31 July 2018)

Place type: Residential	Architect: Not known
Grading: Locally significant	Builder: Charles F. Wheatland (attributed)
Integrity: Very High	Construction Date: 1915-16
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To property title boundary



Figure 1. 20-24 Woodmason Street, Malvern (GJM Heritage/Purcell, June 2016)



Statement of Significance

What is significant?

The Federation triplex at 20, 22 & 24 Woodmason Street, Malvern, built in 1915-16.

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

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

Later alterations and additions are not significant.

How is it significant?

20, 22 & 24 Woodmason Street, Malvern is of local architectural and aesthetic significance to the City of Stonnington.

Why is it significant?

20, 22 & 24 Woodmason Street, Malvern is a highly unusual house row built in the Federation Period. The symmetrical form, containing three separate occupancies and imitating a single property, is an uncommon design (Criterion B).

20, 22 & 24 Woodmason Street, Malvern is a well-considered and carefully detailed example of a Federation Queen Anne style house row. The overall symmetrical design, with flanking protruding gables, brick walls and tall chimneys, terracotta tiled roof, roughcast render, timber fretwork and Art Nouveau coloured and leadlight glass demonstrates an original combination of architectural elements and materials which together present a picturesque composition of this architectural style (Criterion E).

Historical Themes

The place illustrates the following themes as outlined in the *Stonnington Environmental History* (2009):

8 Building Suburbs

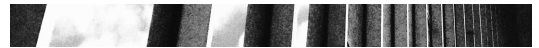
- 8.2 Middle-class suburbs and the suburban ideal
- 8.6 Developing higher density living

Locality history

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 c1910.

The former Malvern Shire saw slow population growth to 1881, by which time it totalled just under 2,000



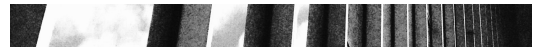
people (Victorian Places). In 1879, the Oakleigh railway line was opened along the southern extent of the municipality, through Malvern, Armadale, Toorak and Hawksburn to join the existing line at South Yarra. The arrival of the Oakleigh railway coincided with the start of the land boom, which resulted 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 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 Wattleree 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

William James Woodmason, dairyman of Malvern Road, subdivided his family's long established dairy farm (comprising just over 8 ¼ acres) on the north-east corner of Malvern and Glenferrie roads in 1913, creating Woodmason Street and Wagner Street (now Somers Avenue), lots fronting both (excluding the north side of Somers Avenue), and lots fronting Malvern and Glenferrie roads. Woodmason on-sold lots from June 1913 (LV:V3608/F447). The dairy continued to operate on a reduced corner lot (SHC). The Woodmasons' Dairy and Iceworks on the corner of Malvern and Glenferrie roads was a local landmark for many years (Context 2006:93, 130).

Lot 24 (the current 20-24 Woodmason St) of the Woodmason Estate was sold to Charles Frederick Wheatland, builder, of Elizabeth Street, Malvern, in July 1915. Prior to this, in October 1914, Wheatland had purchased Lot 14 (current 13-15 Woodmason St, which was occupied by a 7 room brick house by 1915; since demolished) (LV:V3608/F447). The 1914-15 rate books did not record Wheatland on the south side of Woodmason Street, but the following year, the 1915-16 rate books recorded Charles F. Wheatland as the owner of three brick houses in the course of erection ('in C.O.E.') on the south side of the street, two listed with occupants. The 1916-17 rate books confirmed that Wheatland was the owner of three brick houses of 4 rooms each and a Net Annual Value of 36 pounds each. At this date the triplex was occupied by a steward, traveller and electrician (RB). This indicates that the brick triplex at 20-24 Woodmason Street was built in 1915-16, probably by owner builder Charles F. Wheatland.

The 1915 Property Sewerage Plan for 20-24 Woodmason Street recorded C. F. Wheatland of Elizabeth Street, Malvern, as the owner of the property (no agent recorded). The 1915 footprint of the three dwellings is shown (Figure 2) with a central verandah to the facade of no. 22, recessed entrances to the sides of nos. 20 and 24, and small outbuildings to the rear of each house (PSP).

The triplex was sold to John O. Anderson, gentleman of Claremont Avenue, Malvern in August 1919. In March 1923, Anderson sold to John S. Morley, dairyman, who remained the owner until his death in 1960, after which the triplex was owned by the Spanos family until at least 1986 (LV:V3910/F926). It appears that the triplex was subdivided into three individual boundaries after this date.

All three residences have small outbuildings/sheds to the rear (dates not known), as evidenced by 2017 aerials (see Figure 5). The Council Property Files indicate that in 2016 a permit was granted for works to No. 22, comprising the demolition of the rear section of the house and construction of a modern addition. Also proposed was the removal of the small picket fences in the front yard and rendering and additions to the existing front boundary fence. N.B. These works have not commenced during the timeframe of this study in 2017.

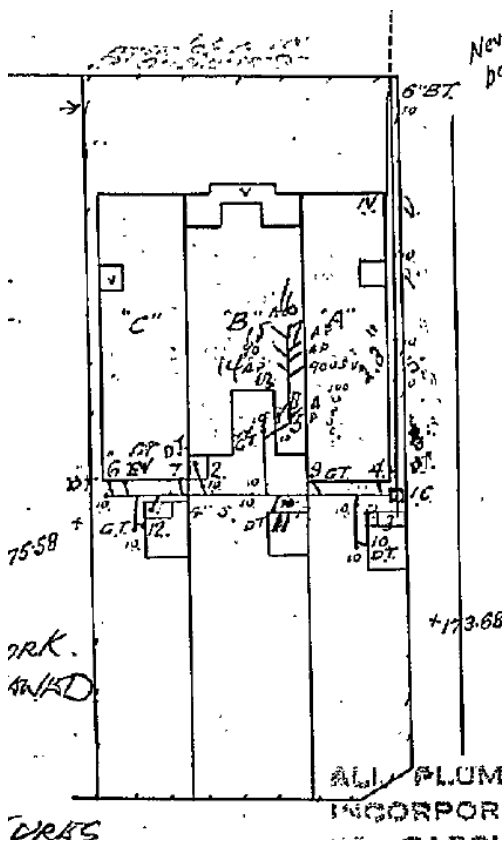
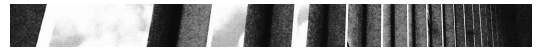


Figure 2. The footprint of the triplex as shown on the 1915 Property Sewerage Plan. The property abuts the lane to the east (PSP 101495).

Description

The dwellings at 20-24 Woodmason Street are a single-storey triplex designed to imitate a single property. The dwelling draws broadly on the Federation Queen Anne style, with Art Nouveau elements including the overall composition, window detailing and stained glass and ornamental timberwork. Constructed in 1915-16, the dwellings remain in good condition.

The triplex façade is symmetrical, comprising a single dwelling within each of the end bays with access from the east and west (see Figure 3), and a single central dwelling accessed from the street frontage (north). The roof is clad in pitched Marseilles tiled roofs with ornamental fern finials and trefoil ridge cappings, and the wall construction is red brick with roughcast render (overpainted) above a moulded, projecting stringcourse at sill height. Three simple red brick chimneys are visible from the street, each featuring corbelled tops and a single terracotta chimney pot. The bay windows project slightly and are supported on brick corbels (overpainted) with a rendered, inverted ogee hood. Windows are timber casements with Art Nouveau stained glass highlights (see Figure 4). The gable end is finished in plain timber boarding with strapwork and a plain bargeboard. The dwelling at No. 22 is recessed from the end bays, behind a deep verandah. The verandah is supported on square timber posts, with decorative timber brackets and moulded timber frieze. It is raised on a brick plinth, accessed via stone steps with (overpainted) sub walls and timber boards to the floor. It retains original timber casement windows and original timber panelled door behind a modern flyscreen. The entrance to the dwelling projects forwards beneath the verandah.

The boundary treatment is a modern, traditional style timber picket fence to No.24 and low height brick wall with metal gates to Nos. 20 and 22. There are no substantial modern additions to the dwellings although there are minor outbuildings at the rear that are not visible from the street.

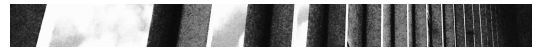


Figure 3. Entrance to No. 24 visible along the western elevation (GJM Heritage/Purcell, June 2016)



Figure 4. Window detail (GJM Heritage/Purcell, June 2016)

Integrity

The triplex retains a high degree of integrity to its period of construction in fabric, form and detail. It is clearly understood and appreciated as a fine example of a Federation triplex, designed to appear as a single dwelling.

Comparative Analysis

The house row at 20, 22 & 24 Woodmason Street, Malvern (1915-16) is of note as a highly unusual triplex, designed to imitate a single property. It was constructed in the Federation period in the City of Stonnington in a broadly Federation Queen Anne style.

There are no known comparators 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* (July 2015).

Criterion B: *Possession of uncommon rare or endangered aspects of our cultural or natural history (rarity)*

20, 22 & 24 Woodmason Street, Malvern, is a highly unusual house row built in the Federation Period. The symmetrical form, containing three separate occupancies and imitating a single property, is an uncommon design.

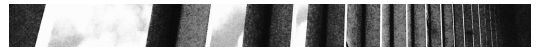
Criterion E: *Importance in exhibiting particular aesthetic characteristics (aesthetic significance)*

The triplex at 20, 22 & 24 Woodmason Street, Malvern, is a well-considered and carefully detailed example of a Federation Queen Anne style house row. The overall symmetrical design, with flanking protruding gables, brick walls and tall chimneys, terracotta tiled roof, roughcast render, timber fretwork and Art Nouveau coloured and leadlight glass demonstrates an original combination of architectural elements and materials which together present 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
Incorporated Plan?	No
Aboriginal Heritage Place?	No

Extent of the recommended Heritage Overlay

To the property title boundary, as indicated by the purple polygon on the aerial below.

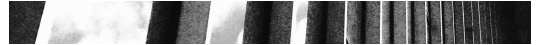


Figure 5. 2016 aerial of subject site (Source: Stonnington City Council).

References:

City of Malvern Rate Books (RB), North Ward: 1914-15, page 10; 1915-16, entries 227-9; 1916-17, entries 229-31.

City of Stonnington (CofS), 'History of Stonnington', <<http://www.stonnington.vic.gov.au/Discover/History/History-of-Stonnington>> accessed 8 March 2017.



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

Land Victoria (LV), Certificates of Title, as cited above.

Property Sewerage Plan (PSP), No. 101495.

Stonnington History Centre (SHC): Elizabeth Street streets file; online catalogue entries Reg. Nos. MP 7338, MH 8442. Accessed file August 2016.

Victorian Places, 'Malvern', 'Malvern East' & 'Glen Iris', < <http://www.victorianplaces.com.au/>>, accessed 8 March 2017.