

BACKGROUND INFORMATION

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



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



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



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

DATE: June 2021

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

Historical Context Summary

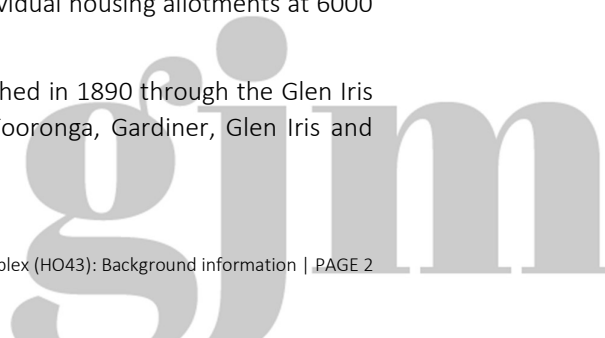
The City of Stonnington stands on the Traditional Lands of the Woi wurrung and Boon Wurrung Peoples of the East Kulin Nations. Archaeologists believe that Aboriginal People have been in Victoria for more than 30,000 years. Throughout this long history their relationship with the landscape (where and how they live) has changed according to factors such as climate change, resource availability, and cultural change (Context 2006:10).

The first European settler in the Malvern district was John Gardiner in 1835, a pastoralist from New South Wales who was one of the first overlanders to Port Phillip. He pastured his stock near the junction of Gardiner's Creek and the Yarra River and is the namesake of Gardiner's Creek, Gardiner's Creek Road (now Toorak Road) and both the locality and the Shire of Gardiner (before they were re-named Malvern). The first recorded use of the name Malvern was in January 1854, when barrister Charles B. G. Skinner named his hotel on the corner of Malvern and Glenferrie roads the 'Malvern Hill' after a district in England. The name for the Shire of Malvern was derived from Malvern Hill Estate, a private subdivision in the area dating to 1856 (City of Stonnington [CoS]; Context 2006:34).

The first land sales in the area were held in 1854 and most original Crown grantees subdivided their allotments for resale (Context 2006:41; 2009:4). Gardiner's Road District was proclaimed in 1856 before Gardiner Shire was formed in 1871, which was renamed Malvern Shire in 1878 (CoS). The municipal boundary comprised the current localities of Malvern (previously Gardiner), Malvern East, Glen Iris (south of Gardiners Creek), Kooyong, Armadale (east of Kooyong Road), Toorak (east of Kooyong Road) and Chadstone (west of Warrigal Road). Early directories listed Malvern and Malvern East as the one locality, until 1910.

The former Malvern Shire saw slow population growth to 1881, by which time it totalled just under 2,000 people (Victorian Places). In 1879, the Oakleigh Railway Line was opened along the southern extent of the municipality, through Malvern, Armadale, Toorak and Hawksburn to join the existing line at South Yarra. The arrival of the Oakleigh railway coincided with the start of the land boom, which resulted in considerable urban growth. In the 1880s the district comprised substantial residences on large allotments, as well as pastoral and agricultural holdings (including market gardens and orchards) and commercial development (Context 2006:41, 65-6). During the 1880s boom period, the municipality saw a dramatic increase in population, quadrupling to approximately 8,000 by 1891, and steadily increasing to 10,000 by 1901 (Victorian Places). In the 1890s a number of timber houses were built in Malvern as an economy measure, but some residents complained that wooden houses would degenerate into slums. Concern about this development led to a slum abolition movement and subsequently, c1912, Malvern Council began to declare brick areas, where timber houses were not permitted. By 1916 the Council had also fixed a minimum area for individual housing allotments at 6000 square feet, with minimum frontages of fifty feet (Context 2006:128).

The railway line along the northern extent of the municipality was established in 1890 through the Glen Iris Valley from Burnley. Stations were established at Heyington, Kooyong, Tooronga, Gardiner, Glen Iris and



Darling, however, expected residential development in their vicinity stalled during the 1890s following the economic collapse (Context 2006:66). The 1893 *Australian Handbook* (as cited in Victorian Places) described Malvern as ‘an elevated residential suburb’, served by a line of omnibuses from Prahran, with many leading merchants and professional men living in the area in pleasantly situated ‘dwellings of a superior class’. The entry noted that a number of notable mansions had been erected by this date, and that the market gardens and orchards were ‘steadily being reduced, and cut up into building allotments, on which [were] being erected many handsome villas and business establishments’ (Victorian Places). The municipality saw rapid development and urbanisation from 1900 and it was declared a Borough and then a Town in 1901. In 1911 the municipality was declared a City, with a residential population of 16,000 (Context 2006:86; Victorian Places).

The Prahran and Malvern Tramways Trust was established in 1908, with electric tramlines opening along High Street in 1910-14, Glenferrie Road in 1910-13, to the south along Wattletree Road in 1910-12, and Malvern Road in 1915. The arrival of the tramlines further drove the development of commercial centres in the immediate vicinity and residential development beyond. New train stations were built at Armadale, Hawksburn, Malvern and Toorak between 1908 and 1918, and at Malvern East in 1929 (Context 2006:70-2, 113; Victorian Places).

Residential development during the early twentieth century generally occurred on newly subdivided estates or on nineteenth century subdivisions that had remained partly or wholly undeveloped during the 1890s depression (Context 2009:5). In 1912 it was reported that 800 houses a year were being built in the (by then) City of Malvern, which boasted ‘a progress unprecedented by any other suburb’ (Context 2009:128). In the decade between 1911 and 1921 the population in the City of Malvern doubled, from 16,000 to 32,000 residents, and then increased steadily to 43,000 by 1933 (Victorian Places). This population growth saw development spread to the Glen Iris Valley and the outer reaches of the City, in Malvern East. The housing stock in this eastern part of the municipality was more characteristically uniform and unadorned in comparison to housing in Malvern. Kooyong’s development was substantially completed by the end of the 1920s (Context 2006:128, 131).

By 1946 the Australian Blue Book (as cited in Victorian Places) stated that Malvern was one of the ‘leading residential suburbs of the Metropolis’. It comprised the substantial homes of many of Melbourne’s leading citizens, in what was termed ‘The Garden City’ due to the number of parks and public gardens. Development in the City of Malvern steadied from the 1930s, with the population averaging 45,000 until the 1990s (Victorian Places). The City of Malvern amalgamated with the City of Prahran in 1994, to form the City of Stonnington.

Place History Summary

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

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

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

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

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

Description Summary

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

Church

Key Features:

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

Vicarage

Key features:

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



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

Parish Hall (Former Sunday school)

Key features:

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



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

Intactness/Integrity

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

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

References

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

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

Illustrated Australian News for Home Readers.

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

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

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

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

Telegraph, St Kilda, Prahran and South Yarra Guardian.

The Age.

The Argus.

The Herald.

The Prahran Telegraph.

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

Historic Images and Plans



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



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



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

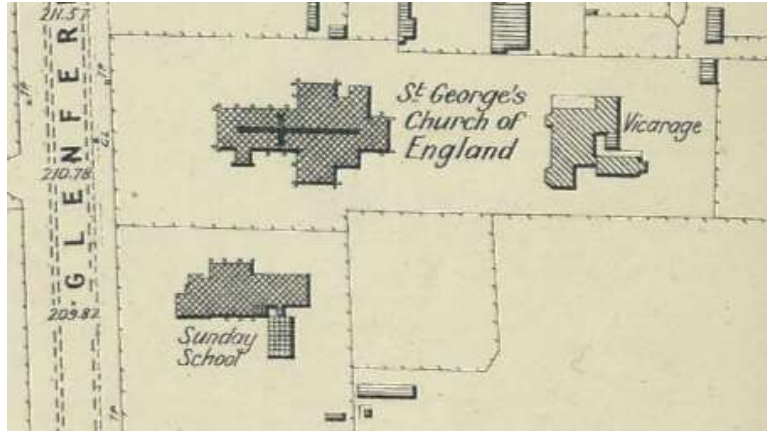


Figure 8. Detail of MMBW Plan, Malvern No 59, dated 1902, showing footprints of the buildings at the complex at this date. (Source: SLV)



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



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

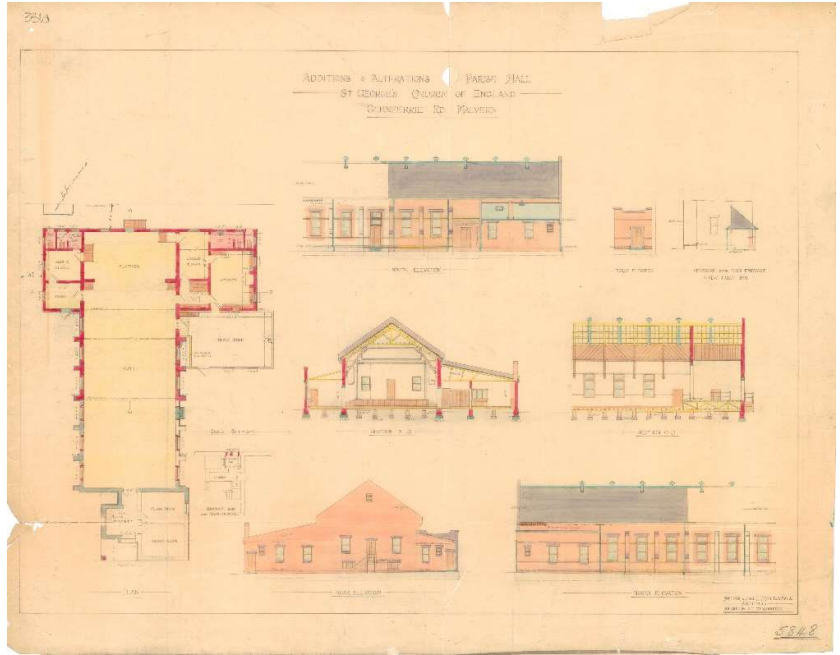


Figure 11. Plan of Additions and Alterations to Parish Hall A & H Peck, 1925 (Source: SHC MB3310)