

RELEVANT INFORMATION

LOCAL GOVERNMENT AUTHORITY Stonnington

HERITAGE LISTING INFORMATION

Heritage Overlay: Yes **HO Number:** HO23

Heritage Overlay Controls: (apply under VHR listing)

Other Listing:

The Malvern Tram Depot is classified by the National Trust at a National level.

UPDATED HISTORY

Cable trams operated in Melbourne from 1885, but some of the first electric tramways in Melbourne were built by groups of local municipal councils, which combined to form municipal tramways trusts. These were initially a response to the inadequacy of public transport, but also promoted commercial and residential development in the municipalities. The first municipal tramway to commence operations was that run by the Prahran & Malvern Tramways Trust (P&MTT), which was formed in 1907 and on 30 May 1910 opened its first lines. The P&MTT was the largest of the independent electric tramways formed in the early twentieth century and had a dominant role in the Melbourne & Metropolitan Tramways Board (M&MTB) when it took over operation of Melbourne's tramways in 1920.

Construction of the P&MTT depot in Coldblo Road at Armadale (which was called the Malvern Tram Depot) and of their electric tram lines began in 1909. By 1910 the P&MTT had built a line along High Street from Prahran to Tooronga Road, and a branch line south along Glenferrie Road to Wattletree Road, where it turned east to terminate at Burke Road. The depot with offices and a workshop were built on the south side of Coldblo Road, just off Glenferrie Road. The building was designed by the Trust's architect Leonard John Flannagan in conjunction with the Trust's electrical engineers, Noyes Bros Pty Ltd. It was built by W Sim and Co, who also laid the tracks. It was the first and the largest of the depots constructed by Melbourne's municipal tramway trusts prior to the formation of the M&MTB. Electricity was supplied by the privately-operated Melbourne Electrical Supply Company in Richmond and transmitted to the substation on the west end of the Coldblo Road Depot, where it was converted to 600 volt DC current to operate the trams.

The immediate success of the Prahran-Malvern line led to the expansion of the Trust's operations and of the depot site. A separate, triangular-shaped three level office and amenities building, designed by Leonard Flannagan and built by Thomas Cockram, was constructed to the south-east of the original depot in 1911-1912. A tram car repair workshop (now demolished) was built in 1912 on the north side of Coldblo Road.

A major expansion of the Trust lines to the south and north took place in 1913. To house the necessary trams and power supply equipment, the depot was doubled in size by an extension to the west. These extensions substantially altered the ground floor interiors of the original building. It is likely that Flannagan was also responsible for the design of this work. As the Trust's tram system expanded, a substation to power the new routes to the south was built in Rusden Street, Elsternwick (VHR H2322) in 1914, and a new depot was built at Kew in 1915. A number of adjoining municipalities were to join the scheme during the 1920s, and many new lines and extensions to existing lines were constructed by the Trust, including services along High Street, Dandenong Road, Wattletree Road, Balaclava Road, Cotham Road, High Street and

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VHR number: VHR H910
Hermes number: 2138

Barkers Road in Kew, Glenhuntly Road, Waverley Road, St Kilda Road, Glenferrie Road, Malvern Road, Whitehorse Road and Burke Road. This became the largest independent electric tram network in Melbourne, consisting of almost all of the tram system which exists in the area today.

Expansion slowed down during World War I, but following the takeover in 1920 of the existing tram lines by the Melbourne & Metropolitan Tramways Board (M&MTB), the Board undertook a major expansion and modernisation program at the Coldblo Road depot. In 1929 a new red brick, nine-track car shed was built on the north side of Coldblo Road. This type of wide clear-span structure, without interior columns, was a radical departure from earlier depot designs. According to Vines, 'Melbourne Metropolitan Tramway Heritage Study', p 189, this type of shed was first used at the M&MTB's Camberwell Depot. During the same year the M&MTB demolished the 1910 substation on the north-west corner of the depot and erected a new substation fronting Coldblo Road. The new car shed and substation were both designed by the M&MTB's architect A G Monsborough.

In 1929 the M&MTB increased its land holdings by purchasing from the Roman Catholic Trusts Corporation the De La Salle School, fronting Stanhope Street to the north of the depot buildings. This had been the site of the large nineteenth century house, Coldblo (which gave its name to the street), which was built in 1855 and appears on the 1902 MMBW plan extending from Coldblo Road to Stanhope Street. The site had been purchased by the Catholic Church in 1905, and the single storey school, with four classrooms and a hall, was built in 1912 fronting Stanhope Street. It was designed by the architect A A Fritsch, Victoria's leading Catholic church architect at the time. Coldblo was demolished in 1926 and by 1929 the school moved to a new building on another site. The Board removed the ecclesiastical details from the gables and added a double storey rear wing on the west side of the south elevation. The building was used as a recreation hall for Board employees and later as a tram museum. In 2014 it continues to house the Tramway Museum.

VICTORIAN HISTORICAL THEMES

- 03 Connecting Victorians by transport and communications
 - 3.5 Travelling by tram
- 06 Building towns, cities and the garden state
 - 6.3 Shaping the suburbs

UPDATED PHYSICAL DESCRIPTION

The Malvern Tram Depot is a complex of brick buildings on a large site lying on both sides of Coldblo Road, off Glenferrie Road at Armadale.

On the south side of Coldblo Road are: the large 1909-10 tram shed and abutting it to the north the impressive Federation Free Classical style building of red brick with stucco dressings containing offices, workshops and storage; the two-storey triangular-plan office building in a similar style; and on the west end of Coldblo Road the 1929 Stripped Classical style substation, which is not now in use but retains much of its original equipment.

On the north side of Coldblo Road is the 1929 tram shed, which is a clear-span structure with a Stripped Classical style facade to the south; a tall garage in a similar style; and to the north is the former school building, which is a Federation Free Classical style brick building with a gabled slate roof and with decorative terracotta panels on either side of the arched entrance. The school building is used as a tram museum, and has a large collection of objects associated with the history of Melbourne's tram system. The site includes tram tracks leading from Glenferrie Road to Coldblo Road and into the two tram sheds.

UPDATED OBJECTS AND INTERIORS

The school is used as a tram museum, and houses a large collection of objects associated with the history of Melbourne's tram system, including photographs, uniforms and equipment. There is no inventory of the collection.

A report on the electrical equipment remaining in the depot has been compiled by Miles Pierce of Engineering Heritage Victoria (dated 16 July 2014, copy in Hermes). He notes that the 1929-30 substation retains the following equipment:

- Incoming 6600 volt (AC) switchgear housed in seven tall brick cells
- Two oil/air cooled step-down main transformers with six-phase LV output
- Starting and AC control panels for the two rotary converters
- Two English Electric 1000 kW, 600 V DC rotary converter sets
- DC –ve side high-speed circuit breaker for each rotary converter set
- An open multi-panel switchboard with DC +ve side circuit breakers for the rotary converter feeds and for the outgoing trolley wire feeder circuits
- Other control gear including field rheostats and current limiting resistors
- AC and DC power and control cabling interconnecting the various elements
- A facility for servicing rotary converter rotor commutators and slip-rings, including a small DC motor and gearbox for rotating the armature assemblies.
- Two 'spare' RC rotors (armatures), one set up in the servicing facility (one or both may have come from other decommissioned rotary converter substations)

Pierce considers that this collection of equipment is unique in Victoria, and is of at least state, and possibly national, significance.

UPDATED INTEGRITY/INTACTNESS

All of the buildings on the site are largely intact.

UPDATED CONDITION

All parts of the tram depot remain in use, are well maintained and are in good condition. (May 2014).

KEY REFERENCES USED TO PREPARE RECOMMENDATION REPORT

Russell Jones, 'Steady as she goes: the Prahran & Malvern Tramways Trust' for Friends of Hawthorn Tram Depot, 2008, online at <http://www.hawthorntramdepot.org.au/papers/pmtt.html#insert>.

Biosis Research [Gary Vines], 'Melbourne Metropolitan Tramway Heritage Study', Report for Heritage Victoria 2011.

Malvern Historical Society, 'Exploring the City of Stonnington: Prahran & Malvern Tramways Trust', online at www.stonnington.vic.gov.au/DownloadDocument.ashx?DocumentID=5755

PROPOSED PERMIT POLICY

DRAFT ONLY – NOT YET APPROVED BY THE HERITAGE COUNCIL

Preamble

The purpose of the Permit Policy is to assist when considering or making decisions regarding works to a registered place. It is recommended that any proposed works be discussed with an officer of Heritage Victoria prior to making a permit application. Discussing proposed works will assist in answering questions the owner may have and aid any decisions regarding works to the place.

The extent of registration of the Malvern Tram Depot at Coldblo Road, Armadale on the Victorian Heritage Register affects the whole place shown on Diagram 910 including the land, all buildings, roads, tram tracks and other features. Under the *Heritage Act 1995* a person must not remove or demolish, damage or despoil, develop or alter or excavate, relocate or disturb the position of any part of a registered place or object without approval. It is acknowledged, however, that alterations and other works may be required to keep places and objects in good repair and adapt them for use into the future.

If a person wishes to undertake works or activities in relation to a registered place or registered object, they must apply to the Executive Director, Heritage Victoria for a **permit**. The purpose of a permit is to enable appropriate change to a place and to effectively manage adverse impacts on the cultural heritage significance of a place as a consequence of change. If an owner is uncertain whether a heritage permit is required, it is recommended that Heritage Victoria be contacted.

Permits are required for anything which alters the place or object, unless a **permit exemption** is granted. Permit exemptions usually cover routine maintenance and upkeep issues faced by owners as well as minor works. They may include appropriate works that are specified in a conservation management plan. Permit exemptions can be granted at the time of registration (under s.42 of the Heritage Act) or after registration (under s.66 of the Heritage Act).

It should be noted that the addition of new buildings to the registered place, as well as alterations to the interior and exterior of existing buildings requires a permit, unless a specific permit exemption is granted.

Conservation management plans

It is recommended that a Conservation Management Plan is developed to manage the place in a manner which respects its cultural heritage significance.

Cultural heritage significance

Overview of significance

The cultural heritage significance of the Malvern Tram Depot at Armadale lies in its importance as a largely intact complex of early twentieth century tramway buildings, which demonstrate the development of the tramway system in the south-eastern suburbs of Melbourne.

- a) All of the buildings and features listed here are of **primary cultural heritage significance** in the context of the place. A permit is required for most works or alterations. See Permit Exemptions section for specific permit exempt activities:
- The 1909-10 and 1913 car shed on the south side of Coldblo Road
 - The 1912 two-storey office building in the south-east corner of the site
 - The 1929 substation at the west end of Coldblo Road
 - The 1929 car shed on the north side of Coldblo Road

- The brick garage east of the 1929 car shed
- The former school building on Stanhope Road
- The associated tram lines leading from Glenferrie Road to the two car sheds and to the area on Coldblo Road between the sheds.



PROPOSED PERMIT EXEMPTIONS (under section 42 of the Heritage Act)

DRAFT ONLY – NOT YET APPROVED BY THE HERITAGE COUNCIL – RECOMMENDED UNDER SECTION 33 OF THE HERITAGE ACT

It should be noted that Permit Exemptions can be granted at the time of registration (under s.42(4) of the Heritage Act). Permit Exemptions can also be applied for and granted after registration (under s.66 of the Heritage Act)

General Condition: 1.

All exempted alterations are to be planned and carried out in a manner which prevents damage to the fabric of the registered place or object.

General Condition: 2.

Should it become apparent during further inspection or the carrying out of works that original or previously hidden or inaccessible details of the place or object are revealed which relate to the significance of the place or object, then the exemption covering such works shall cease and Heritage Victoria shall be notified as soon as possible.

General Condition: 3.

All works should be informed by Conservation Management Plans prepared for the place. The Executive Director is not bound by any Conservation Management Plan, and permits still must be obtained for works suggested in any Conservation Management Plan.

General Conditions: 4.

Nothing in this determination prevents the Executive Director from amending or rescinding all or any of the permit exemptions.

General Condition: 5.

Nothing in this determination exempts owners or their agents from the responsibility to seek relevant planning or building permits from the relevant responsible authority, where applicable.

Specific Exemptions:

Works and alterations to the following features are permit exempt:

- Removal of, modifications and repairs to, and replacement of overhead power lines
- Repairs to and replacement of tram tracks
- Modifications and repairs to, and replacement of, any electric or electronic signalling equipment
- Removal, installation, repair or replacement of security lighting and fire safety equipment provided it does not involve the removal, erection or alteration of a building or other structure
- Repair and resurfacing of existing road surfaces.

Exterior works

- Minor repairs and maintenance which replace like with like
- Removal of non-original items such as air conditioners, pipe work, ducting, wiring, antennae, aerials etc and making good in a manner not detrimental to the cultural heritage significance of the place
- Installation or removal of external fixtures and fittings such as hot water services and taps in a manner not detrimental to the cultural heritage significance of the place
- Installation and repairing of damp proofing by either injection method or grouted pocket method in a manner not detrimental to the cultural heritage significance of the place
- Repair and replacement of non-original fences and gates in a manner not detrimental to the cultural heritage significance of the place.

Interior works

- Painting of previously painted walls and ceilings provided that preparation or painting does not remove evidence of any original paint or other decorative scheme
- Installation, removal or replacement of non-original carpets and/or flexible floor coverings.
- Installation, removal or replacement of non-original curtain tracks, rods and blinds
- Installation, removal or replacement of hooks, nails and other devices for the hanging of mirrors, equipment, paintings and other wall mounted art or religious works or icons
- Removal or installation of notice boards, honour-boards and the like in a manner not detrimental to the cultural heritage significance of the place
- Demolition or removal of the following non-original features: stud/partition walls, suspended ceilings, or wall linings (including plasterboard, laminate and Masonite), glazed screens, flush panel or part-glazed laminated doors, aluminium-framed windows, bathroom partitions and tiling, sanitary fixtures and fittings, kitchen wall tiling and equipment, lights, built-in cupboards, cubicle partitions, computer and office fitout and the like
- Removal of non-original door and window furniture including, hinges, locks, knobsets and sash lifts

- Removal of non-original glazing to internal timber-framed, double hung sash windows, and replacement with glass as per the original (i.e. clear or opaque)
- Refurbishment of existing bathrooms, toilets and kitchens including installation or replacement of sanitary fixtures and associated piping, mirrors, wall and floor coverings
- Removal of tiling or concrete slabs in wet areas provided there is no damage to or alteration of original structure or fabric
- Installation, removal or replacement of ducted, hydronic or concealed radiant type heating provided that the installation does not damage existing skirtings and architraves and that the central plant is concealed, and is done in a manner not detrimental to the cultural heritage significance of the place
- Installation, removal or replacement of electrical wiring provided that all new wiring is fully concealed and any original light switches, pull cords, push buttons or power outlets are retained in-situ. Note: if wiring original to the place was carried in timber conduits then the conduits should remain in situ
- Removal or replacement of non-original electric clocks, public address systems, detectors, alarms, emergency lights, exit signs, luminaires and the like
- Installation, removal or replacement of bulk insulation in the roof space
- Installation of plant within the roof space
- Replacement of fire services, including sprinklers, fire doors and elements affixed to plaster surfaces in a manner not detrimental to the cultural heritage significance of the place