



Centre Road, Bentleigh



Koornang Road, Carnegie

Glen Eira Heritage Review of Bentleigh and Carnegie Structure Plan Areas (Commercial) 2018

Stage 2 Report

City of Glen Eira

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1 INTRODUCTION

1.1 Overview

This report relating to Phase One, Stage Two of the *Glen Eira Heritage Review – Bentleigh & Carnegie Structure Plan Areas (Commercial)*, has been prepared by RBA Architects + Conservation Consultants for the City of Glen Eira. It provides citations for ten recommended (nine new and one revised) heritage places, both precincts and individual sites, within the commercial zones of the Bentleigh and Carnegie Structure Plan areas. The residential parts of these Structure Plan areas will be the subject of review during Phase Two of the project.

1.2 Brief

At a Council meeting on 27 February 2018, the Bentleigh, Carnegie and Elsternwick Structure Plan Areas were adopted. It was determined that a review of the three structure plan areas should be undertaken to identify any places with potential heritage significance not currently included in the Schedule to the Heritage Overlay.¹

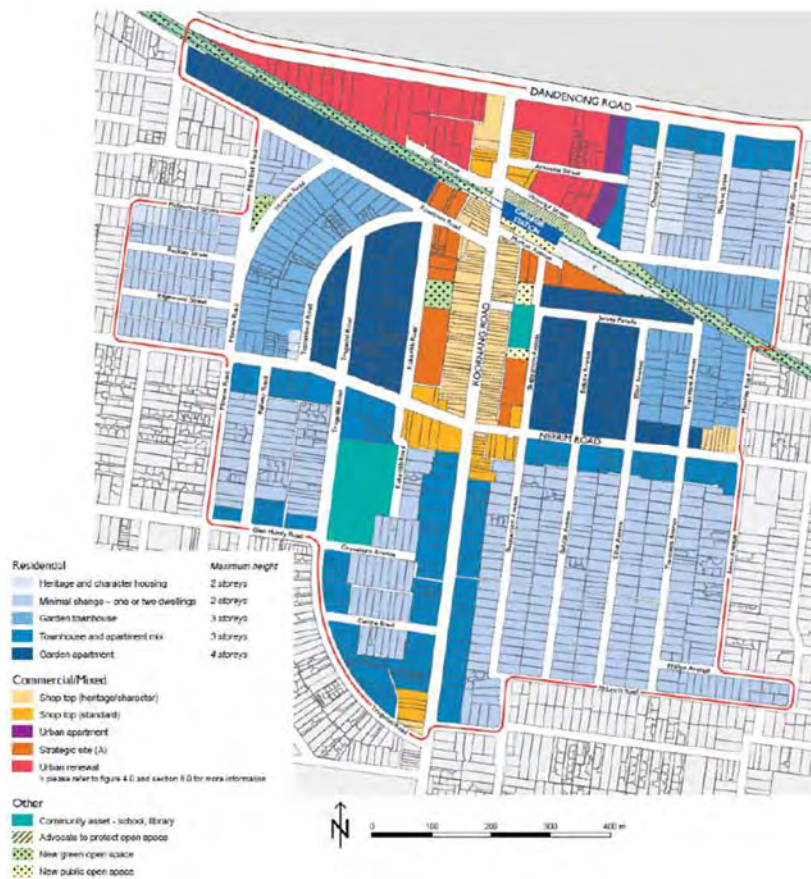
Subsequently, the extent of heritage review was limited to the Bentleigh and Carnegie Structure Plans areas, that is, Elsternwick was removed to form a separate project.² Both structure plan areas include the main shopping/commercial zones within each suburb as well as the nearby residential areas. It should be noted that both structure plan areas do not encompass the whole of their respective suburbs.

Maps of the Bentleigh and Carnegie Structure Plan Areas are provided below.



Map of Bentleigh Structure Plan Area
(Source: Glen Eira City Council)

¹ City of Glen Eira, 'Project Brief: Heritage Review of Elsternwick, Bentleigh and Carnegie Structure Plan Areas', May 2018, np
² City of Glen Eira, 'Project Brief: Heritage Review of Elsternwick, Bentleigh and Carnegie Structure Plan Areas', May 2018, np:
 During the tender process, it was decided that the Bentleigh and Carnegie Structure Plan Areas would be separated from the review of the sites in Elsternwick, due to the differing nature of the requirements for the study of the Elsternwick area.



Map of Carnegie Structure Plan Area
(Source: Glen Eira City Council)

The brief for the heritage review required an assessment of all commercial sites within the subject areas for their potential heritage value/significance. A preliminary list of potential individual sites and precincts was provided by the Council however it was necessary to fully review the commercial areas for other potential heritage places. In addition, the heritage value of an existing heritage overlay - Carnegie Railway Station (HO123) – was required to be reviewed due to the changes that have occurred at the site as a result of the Level Crossing Removal project.

1.3 Project Structure

The project – the *Glen Eira Heritage Review – Bentleigh & Carnegie Structure Plan Areas* - has been organised into two phases, with review of the commercial areas being undertaken as a priority:

- Phase 1: Commercial areas,
- Phase 2: Residential areas.

Within each Phase, two stages have been devised, summarised as follows

- Stage 1: Preliminary review of potential heritage places within the areas.
- Stage 2: Preparation of citations for the recommended heritage places.

1.4 Phase One – Commercial Areas

1.4.1 Stage One

Stage One involved a preliminary assessment of the commercial areas to establish a list of places for a detailed assessment during Stage Two. Specifically, Stage One involved:

- Peer review of the 'Bentleigh and Carnegie Commercial Precincts' as proposed by Council's heritage advisor to determine whether or not they have the potential to reach the threshold for local significance.
- Surveying other parts of the commercial zones, especially Centre Road, Bentleigh to determine whether other individual sites/groups have the potential to meet the threshold for local significance.
- Summarising the preliminary findings.
- Preparation of a schedule of places to inform the Stage 2 work. The schedule included an address, note on intactness, date of construction, period and a recommended grading.

1.4.2 Stage Two

Stage Two involved detailed assessments and preparation of citations for the various places, which were resolved to proceed with, after discussions with Council officers. The group of heritage places that have been assessed in detail are as follows:

Bentleigh

- Grand View Estate Shops: 165-189/189A Centre Road (odd numbers only)
- Centre Arcade: 325 Centre Road
- Bentleigh Retail Precinct: 354-494 Centre Road (even numbers only)
- Shops, 369-377 Centre Road
- Former ES& A Bank: 385 Centre Road
- Former Brighton Gas Company Showrooms: 411 Centre Road

Carnegie

- Rosstown Hotel: 1084 Dandenong Road
- Carnegie Retail Precinct: Koornang Road: nos 22 to 166 (evens) and nos 41 to 145 (odds, the latter including 288 Neerim Road); Morton Avenue: no. 1-1B (odds); Rosstown Road: no. 66 and no. 73; and Woorayl Street: nos 2A-8 (evens).
- Glenhuntly Tram Terminus Estate Shops: 235-251 Koornang Road

In addition, a review of Carnegie Railway Station (HO123) was undertaken and a new citation was prepared for the reserve only.

1.5 Background

Existing Listings in the subject areas

Bentleigh: There is one existing individual heritage overlay in the Bentleigh Structure Plan (Commercial) area being the former State Savings Bank at 438 Centre Road (HO98).

Carnegie: One individual heritage overlay is also included in the Carnegie Structure Plan (Commercial) area being the Carnegie Railway Station (HO123). As previously noted, this station has been subject to dramatic change with the Level Crossing Removal project.

Previous Heritage Studies

In 1996, the 'Glen Eira Heritage Management Plan' was produced by Andrew Ward. The document built on work undertaken by Ward as part of the City of Caulfield Urban Conservation Study which was commissioned in 1990.³

The study identified 19 areas that were determined to '...comprehensively demonstrate important eras in the growth of Glen Eira and survive in a reasonably intact state ...'⁴ and were recommended for protection as Urban Conservation Areas (UCA), now referred to as precincts. The focus of this study was residential areas with 16 of the 19 UCAs/precincts identified as being of significance due to their residential use with a mix of Victorian, Federation and Interwar periods represented.⁵

There was less of a focus on commercial areas, with only four of the 19 UCA's identified as being significant due to commercial use and only one individual heritage overlay eventuated in the Bentleigh and Carnegie Structure Plan areas at a commercial site (438 Centre Road, HO98).⁶ Similarly, the individual places identified in the 1996 plan largely date from the Victoria or Federation period and were mostly residential, with only nine of more than 100 identified places dating from the Interwar period of after.⁷

There has not been a municipal wide assessment of heritage places since the 1996 study although some sporadic work has been undertaken.

In 2014, an addendum to the 1996 plan was produced as part of Amendment C113 to the Glen Eira Planning Scheme that included a review of two largely residential areas centred on Normanby Road and Urandaline Grove in response to community concerns regarding the potential heritage significance of those areas. The result of the addendum was four new residential heritage overlays:

- HO152, Normanby Road and Environs Precinct,
- An extension to HO14, Caulfield North and Environs Heritage Overlay Area,
- HO151, 4 Urandaline Grove, Caulfield,
- HO153, 20 Kambrook Road Caulfield North.⁸

Later, in 2017 Glen Eira City Council prepared a review of the existing heritage overlay precincts as part of Amendment C149. This included a review of the contributory ratings of all properties within each heritage precinct. No changes to precinct boundaries were proposed during this process.

At present, there are approximately 2,995 places in the Schedule to the Heritage Overlay in Glen Eira, most of which are included within precinct-based heritage overlays with 136 places identified as individually significant.⁹ These places are largely located within Elsternwick and greater Caulfield with the south and east of the municipality, including Carnegie, Bentleigh and Bentleigh East relatively underrepresented in the heritage overlay at this time.

1.6 Study Team

The RBA consultant team for this project was led by Anthony Hemingway (architectural historian) with Katrina Keller (graduate architect/heritage consultant), Ashleigh Ngan (heritage consultant), Erin Williams (heritage consultant), Sebastian Dewhurst (heritage research assistant), and Katherine Huntsman (research assistant).

1.7 Acknowledgements

The authors are grateful for the assistance provided by City of Glen Eira officers.

³ Andrew Ward, 'Glen Eira Heritage Management Plan: Volume 1', p2

⁴ A Ward, 'Glen Eira Heritage Management Plan: Volume 1', p3

⁵ A Ward, 'Glen Eira Heritage Management Plan: Volume 1', p3

⁶ A Ward, 'Glen Eira Heritage Management Plan: Volume 1', 1996, p3

⁷ Andrew Ward, 'Glen Eira Heritage Management Plan: Volume 3', 1996, pp4-7

⁸ City of Glen Eira, Addendum to the Glen Eira Heritage Review, Management Plan (revised) 2014, p1

⁹ City of Glen Eira, 'Project Brief: Heritage Review of Elsternwick, Bentleigh and Carnegie Structure Plan Areas', May 2018, np

2 METHODOLOGY

2.1 Introduction

The methodology adopted in undertaking Phase One, Stage Two of the *Glen Eira Heritage Review – Bentleigh & Carnegie Structure Plan Areas (Commercial)* was in accordance with the processes and criteria outlined in the *Burra Charter* or *Australia ICOMOS Charter for the Conservation of Places of Cultural Significance* (Australia ICOMOS, 2013). The key tasks included:

- Site inspections.
- Historical research and analysis of the extant fabric in relation to documentary evidence.
- Preparation of a physical description.
- Assessment of the significance of each site based on the research and the extant fabric.
- Preparation of citations (statement of significance, history and description) for those places warranting heritage protection, with reference to the relevant HERCON criteria.

In addition the process has complied with the Planning Practice Note 1 issued by the Victoria Government entitled 'Applying the Heritage Overlay' (August 2018) which provides guidance about the use of the Heritage Overlay, including the following:

- What places should be included in the Heritage Overlay?
- What are recognised heritage criteria?
- Writing statements of significance.

The practice note indicates that the HERCON criteria are to be employed when assessing heritage significance.

2.2 Site Inspections

Site surveys were largely limited to a visual assessment of each property from the street/boundary and were initially undertaken during August 2018. Initially a comprehensive review was undertaken of the retail zones within each Structure Plan area, whilst focusing on the group of sites suggested in the brief.

Each place was recorded (photographed), its period of construction estimated, and an assessment was made of the intactness of the building and shopfront, and any awnings with pressed metal to the soffits were recorded.

A second inspection of the proposed overlays was undertaken subsequently.

2.3 Research

A combination of primary and secondary sources were consulted as follows.

Primary sources have included:

- Photographs, including aerial photographs held by the State Library of Victoria (SLV), Trove, Public Record Office Victoria (PROV), the University of Melbourne, Landata and the Glen Eira Historical Society,
- Melbourne Metropolitan Board of Works (MMBW) Plans held by the SLV,
- Various newspapers from Trove, especially the major metropolitan newspapers such as the *Argus*, the *Age* and the *Herald*,
- Sands & McDougall's street directories,
- Parish plans,
- Certificates of Title,

- Auction Notices and subdivision plans held by the Glen Eira Historical Society and SLV,
- Building files held by the Glen Eira City Council,
- Australian Architectural Index.

Key secondary sources have included:

- *Caulfield's Heritage*, 4 vols (Dr Geulah Solomon, 1989)
- *From sand, swamp and heath ... A history of Caulfield* (Peter R Murray and John C Wells, 1980),
- *Moorabbin: A Pictorial History 1862-1994* (John Cribbin, 1995),
- *Return to Rosstown: Railways, land sales and sugar beet ventures in Caulfield* (DF Jowett and IG Weickhardt, 1978),
- *The First Hundred Years. No. 2897 Carnegie Primary School, 1888-1988* (eds, Isabel Couper and Deirdre Lynch, 1988).

2.4 Assessment of Significance

Each statement of significance is provided in the recognised, three part format of:

- What is significant?
- How is it significant?
- Why is it significant?

For precincts, all the contributory and non-contributory places are listed within the 'What is significant?' section. The numbers for buildings (primarily retail/commercial types) which include more than one premises are combined e.g. nos 113-117.

Burra Charter

For heritage professionals generally in Australia dealing with post-contact cultural heritage, the process outlined in the *Burra Charter* underpins the approach to heritage assessment and conservation adopted by the authors of this report.

As outlined in the *Burra Charter*, the criteria considered include aesthetic (including architectural), historical, scientific (or technical), social and spiritual values. These values have been translated into the HERCON Criteria.

HERCON Criteria

These widely used criteria were adopted at the 1998 Conference on Heritage (HERCON) and are based on the earlier, and much used, Australian Heritage Commission (now Australian Heritage Council, AHC) criteria for the Register of the National Estate (RNE).

The HERCON criteria are essentially a rationalised (more user-friendly) version of the AHC Criteria (which included different sub-criteria for cultural or natural heritage). It is also noted in the aforementioned practice note that 'The adoption of the above criteria does not diminish heritage assessment work undertaken before 2012 using older versions of criteria.'

Reference to the relevant HERCON criteria is outlined in brackets within the statements of significance. The criteria are outlined in the following table.

Criterion	Definition
A	Importance to the course, or pattern, of our cultural or natural history (historical significance).
B	Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity).

Criterion	Definition
C	Potential to yield information that will contribute to an understanding of our cultural or natural history (research potential)
D	Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)
E	Importance in exhibiting particular aesthetic characteristics (aesthetic significance).
F	Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).
G	Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance)
H	Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).

2.5 Citation Format

For each place and precinct recommended for inclusion in the Schedule to the Heritage Overlay in the Glen Eira Planning Scheme, a citation was prepared. Each citation includes:

- Name and address,
- Level of Significance (local/state),
- Construction date/s,
- Period/s,
- Date Inspected,
- Images,
- Statement of Significance,
- Description,
- History,
- Thematic Context and Comparative Analysis,
- (Assessment of) Condition and Integrity,
- Previous Assessment,
- Heritage Overlay Schedule Controls,
- Extent of Heritage Overlay.

2.6 Heritage Overlay Schedule Controls

External paint controls have only been recommended for rendered buildings, which typically have been overpainted although originally they were probably were unpainted. It is appropriate that a sympathetic colour scheme is applied to these individually significant buildings. On this basis, it is also appropriate for similar paint controls to be applied to HO98 (State Savings Bank at 438 Centre Road, Bentleigh).

Trees controls have been retained for HO123 (Carnegie Railway Station [Reserve]) but external paint controls are no longer required as the 1920s station building has been demolished.

3 STAGE ONE

3.1 Overview

The report for Stage One of the *Glen Eira Heritage Review – Bentleigh & Carnegie Structure Plan Areas (Commercial)* was issued in late August and the findings were discussed at a meeting with Council officers in early September.

A summary history of the development of the retail zones in both Bentleigh and Carnegie was provided as context for understanding the potential significance of places.

As the breadth of Stage One was broad, summary schedules were prepared for all parts of the commercial zones of the Structure Plan Areas within both Bentleigh and Carnegie that might potentially be included in a precinct. Within the schedule the following were noted:

- Current occupant,
- Address,
- Date and/or period - IW – Interwar, PW – Post WWII, late 20th C(century), and early 21st C(century),
- Intactness – building facade generally - (high [H], partial [P]),
- Intactness – awning - noting any pressed metal ceilings [PM],
- Intactness – shopfront - (high [H], partial [P], not [N]),

The presence of original elements such as joinery, shopfront configuration, openings and tiles were primary determinants of the level of intactness.

- Preliminary grading - contributory [C] or non-contributory [NC].

The findings were reviewed by Council officers and a final decision made on which sites would proceed to Stage 2.

3.2 Findings

For both the commercial zones along Centre Road, Bentleigh, and Koornang Road, Carnegie, as well as some adjacent streets in the latter, it was observed that there was a high percentage of original, largely intact, commercial building stock dating to the Interwar and Post WWII periods generally, with a Late Federation period component also evident in Carnegie. As such two large and two small retail precincts were proposed as well as a few individual sites.

Two buildings/small groups nominated as potential heritage sites were not recommended for ongoing research and review as they were not sufficiently distinctive and so unlikely to meet the threshold for local heritage significance:

- 489-493 Centre Road, Bentleigh,
- 352-358 Neerim Road, Carnegie.

In regards to the main potential retail precincts, two or three options were provided however a more constrained option, with a higher percentage of contributory buildings was decided upon as discussed below.

Bentleigh

In regards to Bentleigh, options involving parts of the north side of Centre Road either side of the railway station were considered, however generally the north side was less intact.

To the west of the railway line, considerable later 20th century redevelopment has occurred, mainly where the former Hoyts Cinema had been located (western corner of Nicholson Street)¹⁰ and some of the Interwar period buildings have been altered (changes to first floor openings, etc.). Within this section is the highly intact Centre Arcade (no. 325), which has been recommended for individual protection.

¹⁰ The rear/north part of the mid-1920s building survives along Nicholson Street.

To the east of the railway, whilst there was a fair portion of Interwar and Post WWII places some had been altered and there was also some infill. Some of the most distinctive buildings in the retail zone were located in this section and three of these have been recommended for individual protection (nos 369-377, 385 and 411). Some other good examples, albeit probably not distinctive enough to warrant an individual overlay, have not been recommended for heritage protection (e.g. the Moderne style group of three at nos 441-443, as well as the intact 1950s shopfronts to the former Coles store, now Target, at no. 401).

Carnegie

In regards to the large precinct in Carnegie, there was some consideration of a few additional buildings on Koornang Road at the north end (north of railway on the west side) and south end (south of Neerim Road on the east side). Whilst these areas included a few Post WWII examples, they tended to be unremarkable and there was a relatively high percentage of later buildings also.

Unfortunately a few intact sites dating to the significant periods (mainly Late Federation and Interwar) at the edges of the precinct in Neerim and Rosstown roads were not included as planning permits have been issued for the redevelopment of these sites.

The smaller precinct on Koornang Road at the intersection of Truganini Road was restricted to the buildings immediately either side of the intersection as it included three sites at 217-221 Koornang Road for which a permit for redevelopment has been issued. Although these early 1920s single storey shops are largely intact, including their shopfronts, they are separated from the proposed precinct by a semi-detached pair of single storey, late Interwar period houses at nos 223-223A and a substantial circa 2000, infill building at no. 225.

4 STAGE TWO

4.1 Findings

Undertaken during September and October 2018, the further research and analysis has confirmed that the group of nine places – 5 individual, 2 small precincts, and 2 large precincts – warranted recommendation for inclusion in the Schedule to the Heritage Overlay in the Glen Eira Planning Scheme. The proposed citations for these nine places are included in the Appendix.

In addition, a review of the Carnegie Railway Station (HO123) was required due to the changes that have occurred at the site as a result of the Level Crossing Removal project. A new citation has been prepared for the site with altered boundaries, and to include another significant tree known as 'Rosie', which is thought to be about 350 years old. The site is now being referred to as the Carnegie Railway Station Reserve. The proposed citation is included in the Appendix.

4.2 Bentleigh

There was limited commercial development in Centre Road until the mid-1920s, however within a few years many of the extant buildings had been constructed. Development continued after WWII, albeit at a less rapid rate. Bentleigh became a premiere suburban shopping area in this part of Melbourne during the mid-20th century as it offered a wide range of facilities including a cinema and large outlets of the major supermarket and/or chain stores.

Although in recent years there has been some replacement, most of the building stock dates to the Interwar period (circa 1918-circa 1940), being generally representative of either Arts and Crafts (1920s) or the Moderne style (1930s) with some Post WWII (1945-1960) period buildings. The Post WWII examples tend to be plainer but are often larger premises, especially to the north side of the street.



Centre Road from Mitchell Street, looking east, 1956. Showing the operators in Bentleigh at this time including Coles, Woolworths, and Moran & Cato, which are located near each other on the north side, east of the railway line. Most of these buildings survive. (Source: *Moorabbin: A Pictorial History 1862-1994*, p138)

The following six places in Bentleigh are recommended for heritage protection:

- Grand View Estate Shops: 165-189/189A Centre Road (odds only)

- Centre Arcade: 325 Centre Road
- Bentleigh Retail Precinct: 354-494 Centre Road (evens only)
- Shops, 369-377 Centre Road
- Former ES& A Bank: 385 Centre Road
- Former Brighton Gas Company Showrooms: 411 Centre Road



Grand View Estate Shops (red)
(Source: Nearmap, 7 October 2018)



Centre Arcade (yellow)
Shops, 369-377 Centre Road (green)
Former ES& A Bank (blue)
Former Brighton Gas Company Showrooms (purple)
Bentleigh Retail Precinct (red)
(Source: Nearmap, 2018)

4.3 Carnegie

The development at Carnegie in what is the main Koornang Road area commenced earlier than Bentleigh. By 1915, there were several houses and a few shops. The earlier buildings have been replaced but were generally on larger allotments, single storey, and free-standing. About the end of WWI, the current format of adjoining buildings, many of which are two storey, commenced and continued throughout the Interwar and Post WWII periods.

Across the commercial zone of Carnegie, much of the building stock dates to the Late Federation (late 1910s) and early Interwar period (1920s) with these buildings typically displaying some Arts and Crafts characteristics. There are several examples from the late Interwar period (1930s) examples being indicative of the Art Deco and/or the Moderne styles. The Post WWII examples tend to be plainer.



Gates Carnegie, Koornang Road 1967 (12 April)
Looking north towards railway (corner of Morton Avenue on right)
(Source: PROV, VPRS 12800 P1, item H3192)

The following three places in Carnegie are recommended for heritage protection:

- Rosstown Hotel: 1084 Dandenong Road
- Carnegie Retail Precinct: Koornang Road: nos 22 to 166 (evens) and nos 41 to 145 (odds, the latter including 288 Neerim Road); Morton Avenue: no. 1-1B (odds); Rosstown Road: no. 66 and no. 73; and Woorayl Street: nos 2A-8 (evens).
- Glenhuntly Tram Terminus Estate Shops: 235-251 Koornang Road

In addition, it is recommended that the extent of heritage overlay of the Carnegie Railway Station (HO123) be altered to only include the significant trees within the railway reserve and the name of the place be changed accordingly to Carnegie Railway Station Reserve (HO123).



Rosstown Hotel (yellow)
Carnegie Retail Precinct (red)
Carnegie Railway Station Reserve (green)
(Source: Nearmap 19 October 2018)



Recommended extent of registration
(Source: Neamap, 2018)

APPENDIX – Citations

Citation No.	Name + Address	Description
1	Centre Arcade and Neon Sign 325 Centre Road, Bentleigh	Remarkably intact mid-20 th century shopping arcade and original neon sign.
2	Shops at 369-377 Centre Road 369-377 Centre Road, Bentleigh	Mostly intact, distinctive Interwar period group largely reflective of the Art Deco style.
3	Former ES&A Bank 385 Centre Arcade, Bentleigh	Interwar period building designed in the Free Classical style.
4	Former Brighton Gas Company and Showrooms 411 Centre Road, Bentleigh	Interwar period building designed in the Streamline Moderne style.
5	Grand View Estate Shops 165-189/189A Centre Road, Bentleigh (north side)	Row of thirteen Interwar and Post WWII shops, largely intact above the awning.
6	Bentleigh Retail Precinct 354-494 Centre Road, Bentleigh (south side)	Retail precinct consisting of single and two storey shops constructed in the Interwar and Post WWII periods, designed in a variety of styles indicative of those periods.
7	Rosstown Hotel 1084 Dandenong Road, Carnegie	Intact Interwar hotel with distinctive roof and tiling designed by Joy & McIntyre.
8	Glen Huntly Road Tram Terminus Shops 231-251 Koornang Road, Carnegie (west side)	Group of shops constructed in the mid-to-late Interwar period designed in a popular of styles indicative of that period.
9	Carnegie Retail Precinct Koornang Road: nos 22 to 166 (east side) and nos 41 to 145, the latter also including 288 Neerim Road (west side) Morton Avenue: no. 1-1B (south side), 18 (north side) Rosstown Road: no. 73 (north side) and no. 66 (south side) Woorayl Street: nos 2A-8 (north side).	Retail precinct consisting of single and two storey shops with constructed dates ranging from the Late Federation through to the Post WWII periods, designed in a variety of styles indicative of those periods.
10	Carnegie Railway Station Reserve	Several trees, mainly eucalypts, in the railway reserve continue to signify the site although the earlier station building has been demolished.

CENTRE ARCADE & NEON SIGN

Address	325 Centre Road, Bentleigh
Significance	Local
Construction Date	1959
Period	Post WWII
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The two storey shopping arcade and 'Star Dance Studio' neon sign at 325 Centre Road, Bentleigh. Notable detailing to the upper level of the façade includes the main aluminium-framed panelling (bands of glazing and alternating yellow and mauve coloured panels) and the umber bricks to the side walls. Significant elements include the intact interiors to the common areas of the building, ground and first floors, including the granolithic floors, balustrade, light fittings, and the shopfronts (tiling, frames, highlight windows, and doors).

How is it Significant?

The Centre Arcade & Neon Sign are of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Centre Arcade & Neon Sign is historically significant as a Post WWII period arcade in the Bentleigh shopping centre with its original signage. The well-resolved, progressive design utilised demonstrates the substantial commercial development that was occurring in Bentleigh at this time. It also demonstrates the importance of shopping areas in the daily life of communities in suburban Melbourne. In addition, the Star Dance Studio has occupied the first floor continuously since the early 1960s. (Criterion A)

The Centre Arcade, built in 1959 is aesthetically significant as a remarkably intact and relatively uncommon example of a suburban mid-20th century shopping arcade in the International style. Designed by the architects Forsyth & Dyson, it is notable for the prismatic configuration of its upper level façade and the original neon sign installed in the early 1960s. (Criterion E).

Description

The two storey building is a remarkably intact example of a mid-20th century arcade in the International style. It occupies most of the site and consists of two sections - a smaller front section and larger rear section, which includes the hall - both of which have a low-pitched gable roof, clad in corrugated sheeting, possibly asbestos, and retain ridge ventilators.

The façade consists of two distinct parts – ground level and upper level. The upper part of the brick side walls are finished in purple/manganese bricks, whereas the upper level consists mainly of an aluminium-framed window wall divided into six bands by cubed panes. The lowermost and upper three bands contain alternating spandrel panels in yellow and mauve/blue and the other two bands contain clear glazing. An original neon sign, 'Star Dance Studio', is attached to the middle of the façade.



Façade (south elevation)



Neon Sign

At ground level, the shopfronts are splayed to the central arcade, with two central piloti defining the width of the arcade. The side walls, low stallboards, and piloti are clad in original tiles – a scheme of mainly cream tiles with a lower black border, intermediate and/or upper orange border. The window framing is the original chrome finish with large panes of clear glass and highlights of translucent, ribbed glass and timber-framed doors, mostly retaining their original stained finish. The floor to the arcade and stair retain the original granolithic/terrazzo finish with a colour scheme similar to the tiles – outer black edge, central orange border in an elongated diamond pattern, with larger areas of cream and green. A similar format extends to the stairs and first floor - mostly green with a black border and there is a large star in pink and black to the first floor. The stairs retain a decorative steel balustrade and there a three original chrome light fittings and a small sign for the Star Dance Studio.



Arcade, from north



Arcade, east side

The rear walls are clad in red/orange bricks with concrete framing dividing the side walls into panels. The rear north wall is recessed at ground level with a metal-framed stair to both sides. The windows are painted timber-framed, in bands of regular configuration.



Side (east elevation)



Rear (north elevation)

History

The subject site formed part of Dendy's Special Survey, in the Parish of Moorabbin, County Bourke. Special Surveys were a particular method of survey permitted between 1840-41 in which the Crown sold large 8 square mile (5,120 acre) allotments and allowed the internal configuration of the land to be determined by the purchaser.¹ Dendy's Special Survey was acquired by Henry Dendy on 18 October 1841. Its boundaries are reflected in the existing names of the streets of North Road, East Boundary Road and South Road, with Port Phillip Bay as the western boundary.²

Development along Centre Road was limited until the early 20th century. On 20 April 1914, John King and Hubert Keogh purchased an approximately 20-acre allotment of Dendy's Special Survey, broadly bound by Fitzroy Street (north), Nicholson Street (east), and Centre Road (west).³ Their holdings were sparsely developed by 1920s, shown in the aerial photograph reproduced below which depicts Centre Road in 1928. The vacant lot on which the Arcade would later be constructed is evident to the right of the image.



The section of Centre Road at the corner of Nicholson Street, 1928
(Source: *Moorabbin: A Pictorial History 1862-1994*, p132)

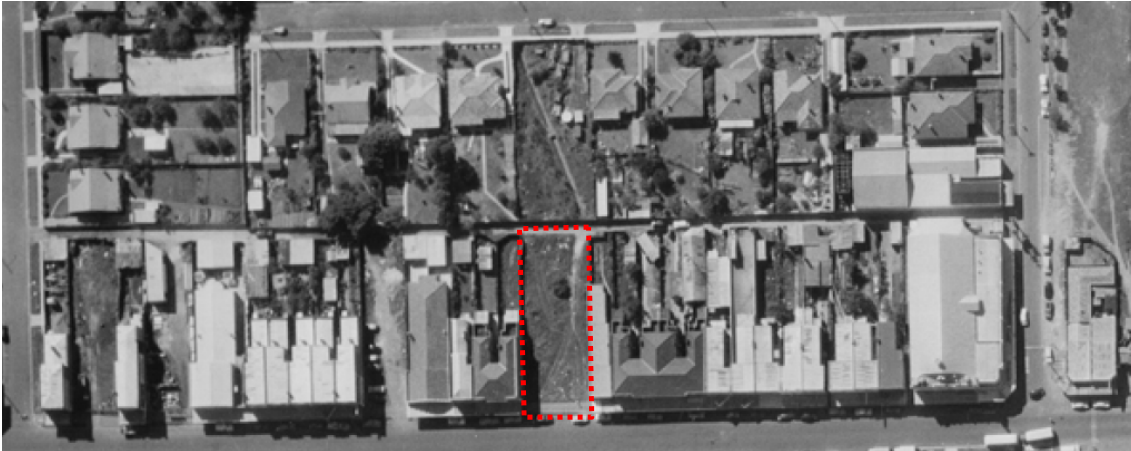
¹ John B. Parker, 'Surveying', *The Encyclopedia of Melbourne*, eds. Andrew Brown May & Shurlee Swain, p703

² Parish Plan of Moorabbin, County Bourke, VPRS 16171, P1, Plans Ma-Na

³ Certificate of Title, Vol.3792, Fol.758329

In 1929, a section of King and Keogh's holdings on Centre Road, west of Nicholson Street, was subdivided into 11 lots, each 19 feet or thereabouts in width.

On 28 July 1938, Florence Grout acquired lots 4 – 9 of the 1929 subdivision.⁴ Over the next decade, members of the local Russo family would acquire all of Ms Grout's land.⁵ In 1940, lots 8 and 9 were acquired, then on 19 March 1946, Norman, Angelo and Robert Russo purchased lots 4 and 7.⁶ That same day, another member of the Russo family, Damiano, purchased lots 5 and 6.⁷ At this time, the Russo family were operating a greengrocer out of a premises at 305 Centre Road, west of the subject building.⁸



Aerial photograph dated 1956, showing the vacant land at no. 325 Centre Road
(Source: Landata, Heatherton Project, Proj. No. 253, Run 1, Frame 112)

Although the Russo family had acquired lots 4 – 6 (on which they would build the Arcade) by 1946, it remained undeveloped for more than a decade. The architects Forsyth & Dyson prepared plans for the building (the ground and first floor are reproduced below) which are dated 23 January 1959.⁹

Forsyth & Dyson was formed as a partnership between William L H Forsyth and Gerald T Dyson in 1937,¹⁰ operating out of an office at 352 Collins Street, Melbourne.¹¹ Forsyth had been previously elected to the ARVIA in 1933.¹² Although not well-known, Forsyth & Dyson worked consistently in Victoria, designing buildings with an emphasis on the use of modern form and materials. Examples included two designs in the Moderne style, a brick homestead with steel framed windows and asbestos cement roofing at Port Fairy in 1939 and a bank in Bairnsdale with concrete sun hood in 1940.¹³ By 1956, Forsyth & Dyson had embraced the International style, demonstrated in their design for a steel-framed showroom and office building with a façade composed of aluminium with black vitrolite panels on Victoria Parade, Collingwood.¹⁴

The specifications state that the curtain walls of the façade to Centre road were glazed with panels of 'alumpy', a new product made of aluminium coated plywood sheets that was developed earlier that decade by Ralph Symonds Ltd,¹⁵ a Sydney based manufacturing company that produced plywood products.¹⁶ 'Alumpy' was used in the original cladding of the Sidney Myer Music Bowl, constructed 1958-59.¹⁷

4 Certificate of Title, Vol.6234, Fol.758

5 Certificate of Title Vol. 6234 Fol. 758

6 Certificate of Title, Vol.6905, Fol.871

7 Certificate of Title, Vol.6905, Fol.872

8 Certificate of Title, Vol.6905, Fol.871

9 Public Building File, VPRS 7882, P1, 1386

10 Australian Architectural Index, Record No. 2125

11 *Argus*, 19 January 1939, p9; *Herald*, 17 February 1937, p7

12 Australian Architectural Index, Record No. 2127;

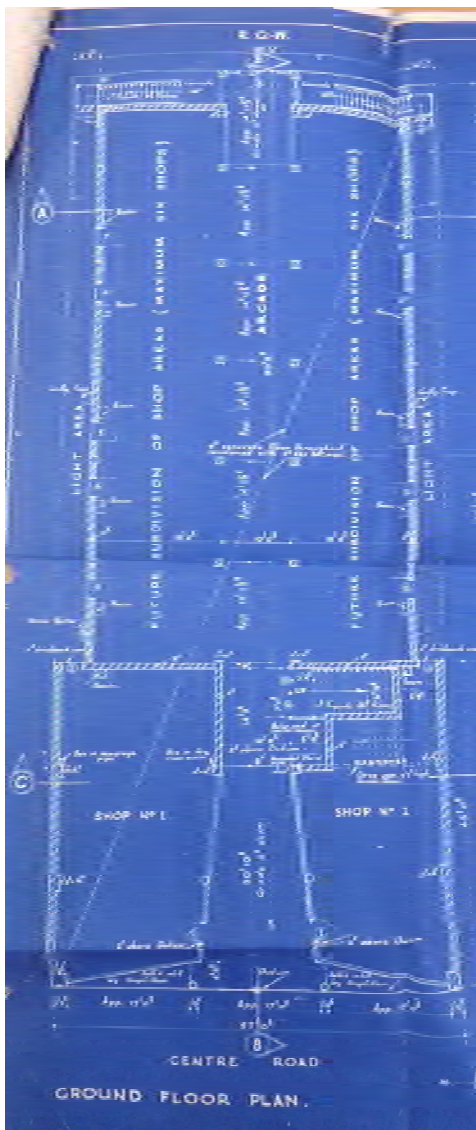
13 *Argus*, 25 January 1940, p15

14 *Argus*, 27 October 1956, p29

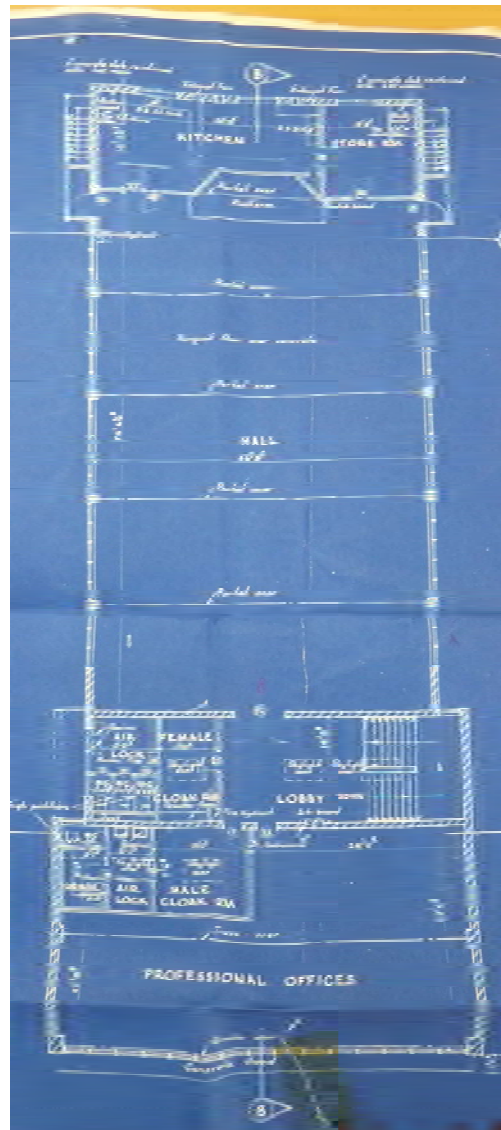
15 Encyclopedia of Australian Science, 'Ralph Symonds Ltd (1941 – 1980s)', <http://www.eoas.info/biogs/A001372b.htm>

16 Trademarkia, 'Alumpy Australia Trademark Information'

17 Eric Martin and Associates, *Sidney Myer Music Bowl, Melbourne*, RAI Citation, p9



Ground floor plan, Forsyth and Dyson, 1959
(Source: PROV)



First floor plan, Forsyth and Dyson, 1959
(Source: PROV)

In March 1959, Forsyth and Dyson applied to have the plans and specifications for the new arcade approved and on 22 June 1959 the Commission of Public Health approval the request.¹⁸ The arcade was likely completed later that year although it may not have been immediately occupied. In February 1962, the first floor hall was approved for opening,¹⁹ and soon after it was occupied by the Star Dance Studio.²⁰ By 1965 the shops were almost fully let with early tenants including a hairdresser, a baby clothing store, dentist, book shop, printing press and an accountancy firm.²¹

Various members of the Russo family retained ownership of the site over the next few decades.²² Since its construction, there have been no apparent alterations undertaken to the Arcade.

¹⁸ Public Building File, VPRS 7882, P1, 1386

¹⁹ Public Building File, VPRS 7882, P1, 1386

²⁰ 'Star Studio' website, <http://www.starstudios.com.au/asfiles/Default.asp>

²¹ Sands and MacDougall's Directory, 1965, p143

²² Certificate of Title, Vol.6905, Fol.872

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – vol. 1 (Historical Background):

- Epilogue (1940s onwards).

Known comparable places in the City of Glen Eira

The Centre Arcade is the only mid-20th century shopping arcade in the municipality. The other known example is later:

- Caulfield Plaza, 860 – 874 Dandenong Road, Caulfield East, not affected by heritage controls. A large single storey plaza constructed largely of brick dating to the late 20th century.

Comparable places outside the municipality include:

- Port Phillip Arcade, 228-236 Flinders St, Melbourne, designed by J F W Ballantyne in 1960, (recently demolished), this was a two storey arcade in the International style with a glass curtain wall to the upper level and central arcade to the interior.
- Tivoli Arcade, 261 Bourke Street, Melbourne. This shopping arcade in the City of Melbourne dates from c.1960 and features a strip of glass curtain wall to the upper storey.
- Glen Centre Arcade, 675 Glenferrie Road, Hawthorn. A mid-20th century arcade.

Condition

Excellent.

Integrity

Mostly intact.

Previous Assessment

Not applicable

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	Shopfronts and common areas including floors, stair and balustrade, and light fittings
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 325 Centre Road, Bentleigh.



Recommended extent of Heritage Overlay
(Source: Nearmap, 7 October 2018)

SHOPS, 369-377 CENTRE ROAD

Address	369-377 Centre Road, Bentleigh
Significance	Local
Construction Date	1928
Period	Interwar
Date Inspected	Mid to late 2018



Nos 369-373



Nos 375-377

Statement of Significance

What is Significant?

The two storey, Interwar period brick building consisting of five shops at 369-377 Centre Road. The original street façades of nos 369-375 remain intact to the first floor including balconies with original timber doors and toplights. Other significant elements are the original render finishes (though overpainted to nos 369-371), a combination of rough and smooth areas, the cornice, and parapet with Art Deco detailing.

The upper level façade of no. 377 has been altered but it is likely the original detailing is (largely) intact though currently concealed. Despite these changes the original first floor opening and balcony remain though the original timber windows have been replaced.

The shopfronts at nos 373, 375 and 377 retain remnants of mid to late 20th century fabric such as tiling and the low stallboards.

Optimally the paint would be removed from nos 369-371. In the interim however, paint controls are appropriate to these two shops in the group.

How is it Significant?

The group of five shops at 369-377 Centre Road, Bentleigh are of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Built in 1928, the group of five shops at 369-377 Centre Road are historically significant as they represent the rapid phase of commercial development that occurred in the Bentleigh shopping centre during the Interwar period, especially the late 1920s. (Criterion A)

The group of five shops at 369-377 Centre Road are aesthetically significant as a distinctive example of an Interwar period commercial building, largely reflective of the Art Deco style, which are distinguished by expressed balconies. The facades are mostly intact (except for no. 377), especially nos 373-375 which retain their original cement rendered finish. The low relief motif to the central parapet with loosely Greco-Egyptian detailing and the original timber framed openings are also notable elements. (Criterion E)

Description

The group of five Interwar period shops at 369-377 Centre Road, Bentleigh are each located on a narrow allotment. The front section are of brick construction and roofs are clad in metal sheeting, but are obscured. The buildings consist of two gabled forms and a skillion form at no. 377, obscured to the front by the parapet. Four of the façades remain intact at first floor level whilst that of no. 377 at the east end of the group is at least partly intact – the original balcony is evident and the rest of the façade may largely survive beneath the existing built out configuration. Its design would have mirrored that of no. 369 at the west end of the group.

The group is symmetrical with the design being mirrored about the central, slightly more elaborate section at no. 373, which features an Art Deco panelled motif in a loosely Greco-Egyptian manner. The middle and outer bays (no. 369 and presumably no. 377) feature a triangular stepped parapet. The cornice features brackets. The first floor façade largely retains its original combination of roughcast cement render to the lower section and a smooth cement render to the parapet, typical of the Interwar period. Nos. 369-371 have been overpainted. A label moulding extends over the openings and frames them.

At first floor level, each section has a central opening. Four (nos 369-375) retain their original, distinctive detailing, consisting of French timber-framed doors with margin lights and toplights with panel-like glazing bars. The original windows have been replaced at no. 377 with a simplified, aluminium-framed version. The balcony design has a crossed-opening typical of the Interwar period and is a distinctive feature of the building as balconies were uncommon in a commercial context at the time.



Nos 369 (left) -373(right)



Nos 373 (left)-377(right)

The original shopfronts have been replaced but those at nos 373, 377 and 379 retain remnants of mid to late 20th century phase, including wall tiles.



No. 369 – north-west corner



No. 369 – south-west corner

Similar detailing is evident to the return wall, on the west elevation of no. 369, with a narrow hood rather than a cornice above the paired double-hung sash windows.

To the rear (north), the original format of paired sections - two and single storey - with a broad gable roof (though skillion to no. 377 as it is not paired) has been retained. The roofs are clad in metal sheeting and brick chimneys survive to nos 369-377. The rear walls are red brick (over painted to no. 377) with concrete lintel and sills.

History

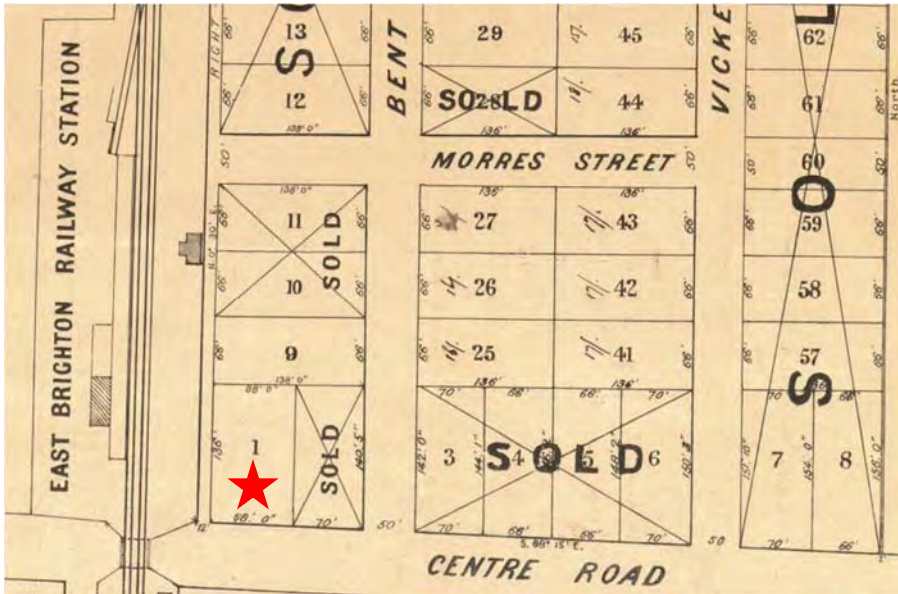
The subject site formed part of Dendy's Special Survey, in the Parish of Moorabbin, County Bourke. Special Surveys were a particular method of survey permitted between 1840-41 in which the Crown sold large 8 square mile (5,120 acre) allotments and allowed the internal configuration of the land to be determined by the purchaser.¹ Dendy's Special Survey was acquired by Henry Dendy on 18 October 1841. Its boundaries are reflected in the existing names of the streets of North Road, East Boundary Road and South Road, with Port Phillip Bay as the western boundary.²

The site was part of the East Brighton Estate subdivision, comprising lot 1 which was purchased by John Boler on 27 February 1888.³

¹ John B. Parker, 'Surveying', *The Encyclopedia of Melbourne*, eds. Andrew Brown May & Shurlee Swain, p703

² Parish Plan of Moorabbin, County Bourke, VPRS 16171, P1, Plans Ma-Na

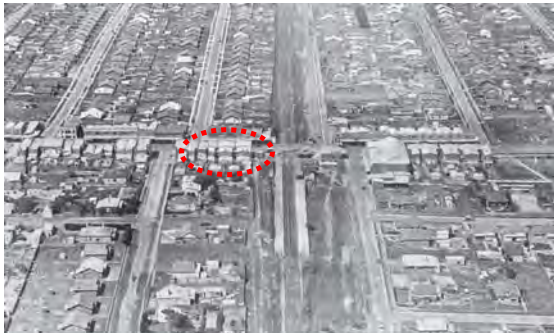
³ Certificate of Title, Vol.1994, Fol.651



East Brighton Estate auctioneer plan, 1885
(Source: Dyer collection of auctioneers' plans, SLV)

Commercial development in Centre Road was limited until the early 1920s.⁴ Following the electrification of the railway line in 1922, which improved connectivity to the city (60 trains operated each way daily in 1923) and increased passenger usage, the development of the Bentleigh shopping area progressed rapidly.⁵

In 1928, it was recorded that '5 shops being built' directly east of Bentleigh Station.⁶ By 1929 the premises were largely let, and occupants included an estate agent, newsagent and chemist.⁷ The buildings are shown from the rear in the historical aerial below, which depicts the burgeoning commercial area on Centre Road in 1928.



Rear north elevation of 369-377 Centre Road with Bentleigh Station to the right
(Source: Moorabbin: A Pictorial History 1862-1994, p 132)

Detail

Various alterations have been undertaken to the buildings, as no original shopfronts survive and the upper storey of no. 377 has been obscured by remodelling.

⁴ John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p106
⁵ John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, pp 93-125
⁶ Sands and MacDougall's Directory, 1928, p99
⁷ Sands and MacDougall's Directory, 1929, p107

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – vol 1 (Historical Background):

- Suburban expansion and consolidation (1920s-1930s)

Known comparable places in the City of Glen Eira

369-377 Centre Road is a distinctive group although there are a small number of less distinctive but similar Interwar facades remaining in the municipality, which include:

- 65-67 Koornang Road, Carnegie – a two storey pair of brick buildings dating from the Interwar period. Brick pilasters extend past a parapet with a smooth render finish while the lower section employs a rough cast render finish. The buildings has timber framed windows.
- 139-145 Koornang Road, Carnegie – a distinctive group dating from the Interwar period.
- 128 Koornang Road, Carnegie – two storey Interwar brick building with an unusual parapet and rare recessed balcony.

Condition

Good

Integrity

Largely intact.

Previous Assessment

Not applicable.

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcels of land associated with the five shops at nos 369-377 Centre Road, Bentleigh.



Recommended extent of Heritage Overlay
(Source: Nearmap, 2018)

FORMER ES&A BANK

Address	385 Centre Road, Bentleigh
Significance	Local
Construction Dates	1926
Period	Interwar
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The two storey, Interwar period, former ES&A Bank building at 385 Centre Road. Primarily the two-storey section of the building is significant and to a limited extent, the attached single storey section (middle part). The northern/rear single storey section is not contributory.

The Centre Road and Bent Street rendered facades of the two-storey section and partial return to the rear retain their original classically inspired detailing to the first floor and partly to the ground floor.

As the rendered walls of the building are painted, it is appropriate to have paint controls so that a complementary colour scheme is applied to the building.

How is it Significant?

The former ES&A Bank at 385 Centre Road is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Constructed in 1926, the former ES&A Bank at 385 Centre Road is historically significant as an early commercial building in the Bentleigh shopping precinct. The grandeur and prominence of the two-storey building illustrates the commercial growth of

Bentleigh during the Interwar period. As the population of smaller suburbs such as Bentleigh increased, bank buildings and other administration/financial buildings became more substantial in scale. (Criterion A)

The former bank is aesthetically significant as a two storey Interwar building designed in the Free Classical mode. The facades employ classical devices in a relatively conservative manner though the building has a well composed and balanced facade. The classical style was considered an appropriate idiom for financial institutions such as banks as it reflected stability and permanence. Despite modifications at ground level, it remains a prominent building on its corner site. (Criterion E)

Description

The two storey Interwar period building is of rendered brick construction and is designed in a Free Classical mode typical of the mid to late 1920s. Located at the intersection of Centre Road and Bent Street, the façade extends across two elevations. The facades include a square parapet and a projecting cornice with modillion (horizontal brackets), which partially returns to the rear (north elevation). The roof is obscured and clad in sheet metal.

Broad pilasters, indicative of a simplified Tuscan Order, divide the street facades into a series of bays. The Bent Street (west) facade comprises three bays and the Centre Road (south) façade consists of one and half bays. The first floor openings retain timber-framed, double hung sash windows with nine-paned upper sashes. The window surrounds (except for the front narrow bay) include various mouldings, such as recessed panels, in a restrained idiom. A wide platband separates the two levels.

The classical mode was the preferred style for many commercial buildings constructed during the early 20th century embodying stability and constancy. The style was favoured by the ES&A Bank and many of its branches constructed in the 1920s were designed in this manner.¹ The extant building is a good example of a suburban branch that represents this ethos.

The original openings at street level have presumably been enlarged however the bayed format and sections of channelled rustication to the edges of the bays remains. The original timber frames have been replaced with metal framed windows and doors.



West elevation (Bent Street)



South elevation (Centre Road)

Adjoining the front part is a recessed, two storey section without rendered detailing. The brick walls are over painted and the separate, double-hung sash windows are not multi-paned.

To the rear of the two storey section are two distinct, single storey brick sections. The attached section is likely to be original and has a hipped roof and is setback from the boundary. It has been converted to a separate premises, and presumably large windows have been introduced to the west elevation. The northern section has a flat roof obscured by a parapet, painted brick walls, and likely dates to the late 20th century.

¹ Victorian Heritage Database Report, Former ES&A Bank, 219-225 Swanston Street Melbourne



West elevation (Bent Street) – north end

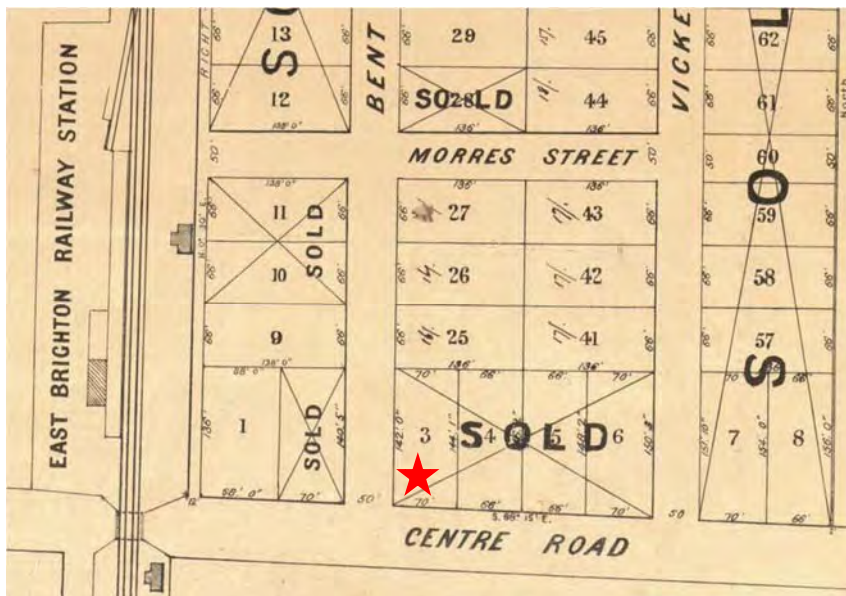


West elevation (Bent Street) – south end

History

The subject site formed part of Dendy's Special Survey, in the Parish of Moorabbin, County Bourke. Special Surveys were a particular method of survey permitted between 1840-41 in which the Crown sold large 8 square mile (5,120 acre) allotments with the internal configuration of the land to be determined by the purchaser.² Dendy's Special Survey was acquired by Henry Dendy on 18 October 1841 and had boundaries which are reflected in the existing names of the streets North Road, East Boundary Road, South Road, with Port Phillip Bay as its western boundary.³

On 11 December 1885, Archibald Aitken purchased allotment 3 at the corner of Bent Street and Centre Road,⁴ which is shown as sold on the 1885 East Brighton Estate auctioneer's plan (reproduced below).



East Brighton Estate auctioneer's plan, 1885, subject lot indicated (red star)
 (Source: Dyer collection of auctioneers' plans, SLV)

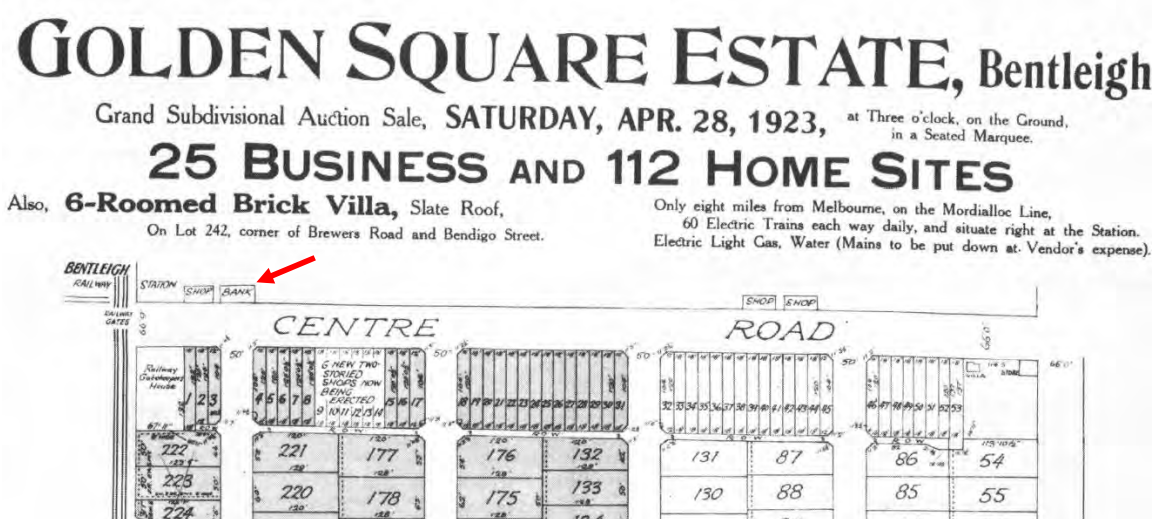
² John B. Parker, 'Surveying', *The Encyclopedia of Melbourne*, eds. Andrew Brown May & Shurlee Swain, p703

³ Parish Plan of Moorabbin, County Bourke, VPRS 16171, P1, Plans Ma-Na

⁴ Certificate of Title, Vol.1777, Fol.372

Commercial development in Centre Road was limited until the early 1920s.⁵ Following the electrification of the railway line in 1922, which improved connectivity to the city (60 trains operated each way daily in 1923) and increased passenger usage, the development of the Bentleigh shopping area progressed rapidly.⁶

From about c.1923, the ES&A bank was operating on the north side of Centre Road, in between the Bentleigh Railway Station and Bent Street.⁷ The position of this earlier branch is marked on a 1923 auction notice and plan for the Golden Square Estate (refer image below).⁸



Extract of the 1923 auction notice for the Golden Square Estate. The position of the earlier ES&A bank building is indicated. (Source: J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p 125)

On 23 October 1925, the Bank purchased a 25 foot wide and 142 foot long lot to the corner of Bent and Centre Road. The following year, in 1926, it was reported that the Bank had constructed a new premise at the site.⁹ The bank is not however listed at the new location until 1928 when Leslie Sisley is recorded as the manager.¹⁰

The English, Scottish and Australian Bank (ES&A Bank) was incorporated in the United Kingdom in 1852 as the English, Scottish and Australian Chartered Bank to finance trade with the growing market in Australia.¹¹ Following a collapse in 1893 amid the colony wide depression, the bank entered a long period of growth that lasted through the 1920s,¹² during which time the subject building was constructed (1926).

It is likely the former bank building was architect designed although an architect has not been identified. The building may have been designed by Henry Hare, who designed a new headquarters for the ES&A Bank in 1928, as it was common for banks to retain the services of a particular architect to design multiple branches.

The rear of the former bank building is evident in the c.1928 aerial reproduced below. The extant building and two single storey buildings to the rear (north) generally retain their original form.

⁵ John Cribbin, *Moorabbin: A Pictorial History 1862-1994* p106

⁶ John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p93 and p125

⁷ Sands and MacDougall's Directory, 1923, p120

⁸ John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p125

⁹ *Herald*, 3 November 1926, p14

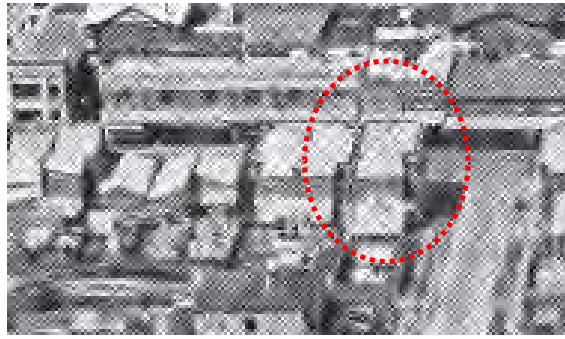
¹⁰ Sands and MacDougall's Directory, 1928, p99. It should be noted that there is often a delay in the directory entries of about a year or so.

¹¹ David Merrett, *ANZ Bank: An Official History*, p197

¹² David Merrett, *ANZ Bank: An Official History*, p197



North (rear) elevation of the former Bank
(Source: Moorabbin: A Pictorial History 1862-1994 p 132)



Detail

In 1967, the ES&A Bank undertook alterations to the building designed by J Pollock of the bank's Architectural Department.¹³ The next year, 1968, the ES&A and Australia and New Zealand banks announced their intentions to form the Australia and New Zealand Banking Group Limited by merger and began trading in 1970.¹⁴ By 1974, the bank on Centre Road was listed as a branch of the ANZ Banking Group.¹⁵

There have been some changes to the former bank building since this time including the construction of the single storey flat roofed section to the rear (which was constructed after the 1967 alterations) as well as alterations to the windows in 1987 when it was in the occupied by the State Savings Bank.¹⁶

Thematic Context / Comparative Analysis

City of Glen Heritage Management Plan – Vol 1 (Historical Background):

- Suburban expansion and consolidation (1920s-1930s)

Known comparable places in the City of Glen Eira

The subject building is one of a few modest bank buildings in the municipality. Other examples include:

- HO98: The State Savings Bank of Victoria, 438 Centre Road, Bentleigh

The State Savings Bank of Victoria occupies a prominent corner site at the intersection of Centre Road and Bentleigh Plaza and is the most imposing commercial building in the commercial centre. The Interwar building is designed in the Egyptian Revival mode with upper level loggia.

- State Savings Bank of Victoria, 708 Glen Huntly Road, Caulfield South – Included within HO66, Caulfield South Shopping Centre and Environs, South Caulfield.

This former bank building occupies a site on the corner of Glen Huntly Road and Alder Street and was built during the later part of the 1920s.¹⁷ Like the State Savings Bank on Centre Road it is designed in the Egyptian Revival mode although it is more restrained in its design.

Condition

Good

Integrity

Largely intact.

¹³ Plans dated April 1967, Council Building file

¹⁴ David Merrett, *ANZ Bank: An Official History*, p253

¹⁵ Sands and MacDougall's Directory, 1974, p82

¹⁶ Council Building File

¹⁷ Andrew Ward, *Glen Eira Heritage Management Plan*, p124

Previous Assessment

Not applicable

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 385 Centre Road, Bentleigh.



Recommended extent of Heritage Overlay
(Source: Nearmap, 7 October 2018)

FORMER BRIGHTON GAS COMPANY SHOWROOMS

Address	411 Centre Road, Bentleigh
Significance	Local
Construction Dates	1937
Period	Interwar
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The extant two storey, Moderne style, former showrooms at the corner of Vickery and Centre Road, Bentleigh, primarily the upper level. Significant elements include the expressed, tile clad hip roof, parapet sections, and original windows.

As the rendered walls of the building are painted, it is appropriate to have paint controls so that a complementary colour scheme is applied to the building.

How is it Significant?

The Former Brighton Gas Company Showrooms are of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Former Brighton Gas Company Showrooms are historically significant as a prominent commercial building in the Bentleigh shopping area. The construction of the showrooms in 1937 on a corner site in the Bentleigh shopping centre reflects the ongoing strength of commercial development in Centre Road, which had commenced during the 1920s/early Interwar period, and the expansion of the Brighton Gas Company. (Criterion A)

The Former Brighton Gas Company Showrooms are aesthetically significant as a largely intact two storey Interwar period showroom designed in the Moderne style. Although altered at ground floor, the intact upper level to the façade employs a horizontal emphasis and vertical elements characteristic of the Streamlined Moderne style that unusually extends along the length of the site. This is likely to be one of the principal examples of the Moderne style in the municipality. (Criterion E)

Description

The former Brighton Gas Company Showrooms are located at the north-east corner of Centre Road and Vickery Street. The two storey building extends across the whole site. The building has a short (south) elevation to Centre Road and long (west) elevation to Vickery Street. Unusually for a corner building the façade treatment extends the full length of the west elevation and partly extends across the north elevation, facing the car park. The walls of the two storey building are rendered and the current contrasting colour scheme, emphasising the curved corner elements, is not sympathetic. The hipped roof is clad in terracotta tiles, with the short dormer-like section to the central part of the west elevation being clad with terracotta shingles.

Stylistically, the building is broadly representative of the Moderne style with its curved corner and upper sashes with horizontal glazing bars. The hipped roof however in this instance is largely expressed, as it is only partly obscured by short parapet sections at the corners and middle of the long, west elevation, where it is stepped.

The windows are mostly single except for one pair to the middle of the west elevation. There are also two sets of casements to the north end of the west elevation. The main entrance is located to the corner and there is a stair at the north end of the Vickery Street elevation for the first floor premises. Neither the awning nor shopfront is original.



West elevation – south end (Vickery Street)



South elevation (Centre Road)

The rear elevation is intact and includes a large window to the first floor and various smaller windows, all now with metal grilles.



North elevation

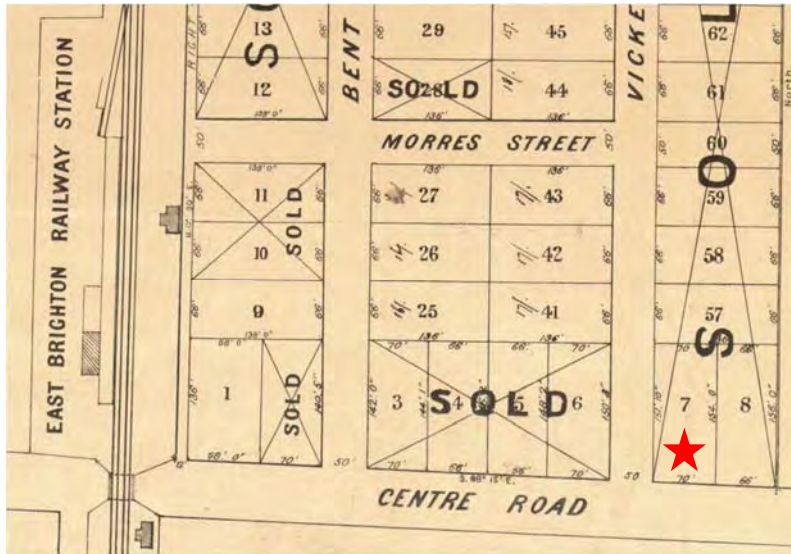


West elevation – north end (Vickery Street)

History

The subject site formed part of Dendy's Special Survey, in the Parish of Moorabbin, County Bourke. Special Surveys were a particular method of survey permitted between 1840-41 in which the Crown sold large 8 square mile (5,120 acre) allotments with the internal configuration of the land to be determined by the purchaser.¹ Dendy's Special Survey was acquired by Henry Dendy on 18 October 1841 and had boundaries which are reflected in the existing names of the streets North Road, East Boundary Road, South Road, with Port Phillip Bay as its western boundary.²

In 1885, the land was included in the East Brighton Estate Subdivision, in which 48 suburban allotments were created north of Centre road, east of the railway line. The land formed part of lot 7 of this early subdivision as is shown on the plan reproduced below.



East Brighton Estate auctioneer's plan, 1885, subject lot identified
(Source: Dyer collection of auctioneers' plans, SLV)

On 8 January 1911, land equivalent to lots 7 and 8 in the East Brighton Estate was purchased by Donald and Harold Wall.³ The site appears to have remained undeveloped however, as well as other nearby parts on the north side of Centre Road, until at least 1927 (refer to the following MMBW plan).

Commercial development along Centre Road was limited until the early 1920s.⁴ Following the electrification of the railway line in 1922, which improved connectivity to the city (60 trains operated each way daily in 1923) and increased passenger usage, the development of the Bentleigh shopping area progressed rapidly.⁵

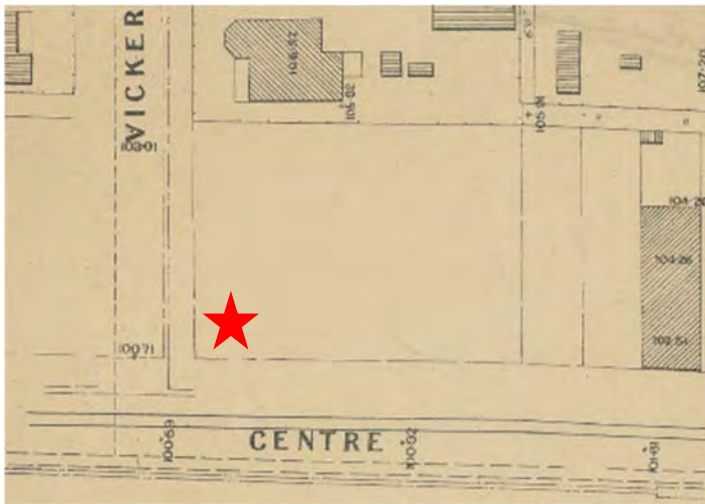
¹ John B. Parker, 'Surveying', *The Encyclopedia of Melbourne*, eds. Andrew Brown May & Shurlee Swain, p703

² Parish Plan of Moorabbin, County Bourke, VPRS 16171, P1, Plans Ma-Na

³ Certificate of Title, Vol.3474, Fol.683

⁴ John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p106

⁵ John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p93 and p125



MMBW plan no. 2842, 1927, with the location of the subject building indicated (Source: SLV)

In 1936, the Walls' land was subdivided into 7 lots, 6 of approximately equal width fronting to Centre Road and a larger lot to the north.⁶ The former showrooms site was approximately equivalent to lot 1 of this subdivision, which was purchased the next year, on 18 January 1937, by the Brighton Gas Company Limited.⁷

The Brighton Gas Company was founded by a consortium of Brighton residents in 1876 to supply gas to Brighton after becoming frustrated with the City of Melbourne Gas and Coke Company's unwillingness to extend their gasworks into the area.⁸ In 1887, the company absorbed its local competitor the Central Brighton and Moorabbin Gas Company and the merged company subsequently became one of the pillars of the Victorian gas industry.⁹

The 1930s was a period of expansion for the company which included the refurbishment of their showrooms on New Street, Brighton in 1935.¹⁰ With the purchase in 1937 of the land on Centre Road, the construction of the former showroom began that year and the company announced recorded profits.¹¹ The showrooms were first listed in the 1938 directory.¹² In 1939, the company commissioned a substantial new gasworks at Highett which was noted to be '... the only totally new black coal gas plant built in Victoria this century ...'¹³

The company remained a major gas provider until 1950 when the new State provider, the Victorian Gas and Fuel Corporation, was created by the Victoria Government. It absorbed the Brighton Gas Company as well as the Metropolitan Gas Company, with the primary goal of securing the supply of gas to Victoria through increased distribution and the construction of a brown coal gas plant at Morwell.¹⁴

At the time of the merger, the Brighton Gas Company was reported to service 30,000 consumers.¹⁵ As part of the absorption, the Victorian Gas and Fuel Corporation acquired the assets and liabilities of the former Brighton Gas and Fuel Company,¹⁶ which included the showroom and offices on Centre Road.¹⁷

⁶ Subdivision plan, LP14260

⁷ Certificate of Title, Vol.6092, Fol.365

⁸ Ray Proudley, *Circle of Influence: A History of the Gas Industry in Victoria*, p313

⁹ Ray Proudley, *Circle of Influence: A History of the Gas Industry in Victoria*, pp332-334

¹⁰ Lyle Fowler, 'Exterior of premises about to be converted for the Brighton Gas Company...', November 1935, SLV

¹¹ The *Age*, 12 February 1937, p8

¹² Sands and MacDougall's Directory, 1938, p 107

¹³ Ray Proudley, *Circle of Influence: A History of the Gas Industry in Victoria*, p334

¹⁴ Ray Proudley, *Circle of Influence: A History of the Gas Industry in Victoria*, p7

¹⁵ The *Age*, 30 May 1951, p3

¹⁶ The *Age*, 30 May 1951, p3

¹⁷ Certificate of Title, Vol.6092, Fol.362

The Victorian Gas and Fuel Corporation continued to operate out of the site into the 1980s, with the engineering department of the Corporation undertaking alterations at the site including the construction, in 1976, of the existing verandah.¹⁸ In 1987, new signage designed by Corporation Engineer E Van Ratingen was introduced at the site, among other alterations.¹⁹ Subsequent to the 1987 alterations, there have been further alterations including to the shopfront as well as the removal of the windows to the Vickery Street elevation.

Thematic Context and Comparative Analysis

City of Glen Eira Management Plan – Vol 1 (Historical Background):

- Suburban expansion and consolidation (1920s-1930s)

Known comparable places in the City of Glen Eira:

No other examples of Streamlined Moderne style buildings with a curved corner has come to light in the municipality, however it is noted that a comprehensive review of the entire municipality has not been undertaken since 1996.

Condition

Good

Integrity

Largely intact.

Previous Assessment

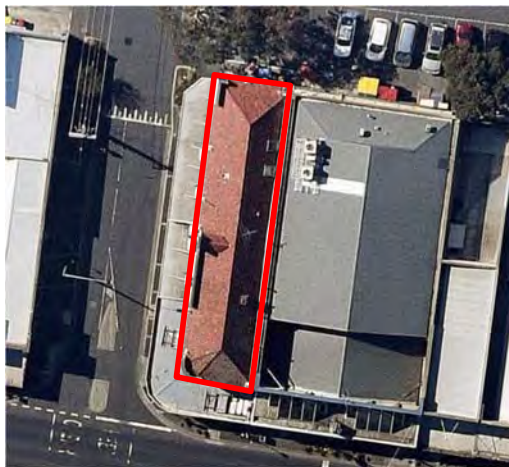
Not applicable

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the land parcel associated with 411 Centre Road, Bentleigh.



Recommended extent of Heritage Overlay
(Source: Nearmap, 7 October 2018)

¹⁸ Plan dated October 1976, City of Glen Eira Building File

¹⁹ Plan dated September 1987, City of Glen Eira Building File

GRAND VIEW ESTATE SHOPS

Address	165-189/189A Centre Road, Bentleigh
Significance	Local
Construction Dates	Circa 1931-1956
Period/s	Interwar and Post WWII
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The thirteen shops on the north side of Centre Road, Bentleigh between Thomas Street (west) and Wilson Street (east) which were part of the Grand View Estate. The first two shops (nos 165-167) were erected almost eight years after the subdivision of the Estate which was initially slow to be developed. The remaining eleven shops were constructed over a five year period commencing some 25 years later by which time the residential part of the Grand View Estate had been fully developed.

All buildings are contributory: 165-167, 169-171, 173-181, 183-187 and 189/189A.

The following features contribute to the significance of the Grand View Estate Shops:

- Intact buildings, mainly two storey, dating to the Interwar and Post WWII periods.
- Intact parapets to single storey buildings.
- Intact first floors and parapets to two storey buildings.
- Original detailing: primarily bi-chrome brickwork - red and clinker (with limited use of render) during the Interwar period; cream and brown during the Post WWII period - and timber-framed windows.
- Intact shopfronts to the Interwar and Post WWII periods with recessed entries (often with pressed metal ceiling), metal framing (such as bronze or chrome finish), original glass to highlights (e.g. textured or ribbed), tiling to entry floor and/or stallboards (often over painted), and timber-framed doors.

How is it Significant?

The Grand View Estate Shops precinct is of local historical and representative significance to the City of Glen Eira.

Why is it Significant?

The Grand View Estate Shops precinct is historically significant as a row of shops that were constructed to service the nearby residential areas which began to be subdivided during Interwar Period and had been mostly developed by the mid-1950s. Small groups of local shops were common in the Interwar and Post WWII periods when much shopping was undertaken in close proximity to home. (Criterion A)

The Grand View Estate Shops are of representative significance as this group of buildings are highly intact and reflective of the periods during which they were constructed. The first shops to be erected were the circa 1931 pair at nos 165-167 which have characteristics of the Arts and Crafts aesthetic being constructed largely of red brick and having clinker brick detailing. The Post WWII shops are reflective of a functionalist aesthetic with decoration being largely eschewed and differentiation being limited to horizontal and vertical elements. (Criterion D)

The most distinctive and intact building is the single storey shop at the east end (no. 189/189A), which was the last to be constructed in the precinct. Advantage has been taken of the corner location to emphasise its skillion roof form and to employ feature slate clad walls, both elements indicative of high quality design of the mid-1950s. (Criterion E)

Description

The Grand View Estate Shops Precinct includes the continuous group of thirteen shops on the north side of Centre Road, Bentleigh between Thomas Street (west) and Wilson Street (east). The group as a whole is remarkably intact and retains a relatively high proportion of (mostly) intact shopfronts.

Eleven buildings date to the Post WWII period (nos 169-189/189A) however there are two earlier Interwar period buildings at the west end (nos 165-167). There is a slight rise to the east, so that they gradually step up and the shops were probably broadly built sequentially from west to east.

They are predominantly two storey except the single storey pair at 169-171 and the distinctive building at the east end (no. 189/189A). The walls are generally brick, and the roofs, clad in sheet metal, are generally obscured by parapets.

The pair of Interwar period buildings are typical of a c.1930 date and reveal a general Arts and Crafts aesthetic consisting of a mixture of natural materials - mainly red brick walls (over painted to no. 165) with clinker brick detailing including the piers, a band at the sill level, and various projecting elements (cornices, corbelled sill, frame of the panel to the parapet). Cement render has been employed to the panel and the timber-framed tripartite windows have double-hung sashes. A window has been bricked in at the chamfered corner. They are similar to a group in the main Bentleigh Shopping Centre Precinct (nos 476-484, 488-494). Some remnants of a painted 'The Age' sign are evident to the east elevation of no. 167. The bronze finish shopfronts are generally intact and incorporate stallboards and a recessed entry with tiling.



Nos 165-167



Nos 169-171

The single storey pair at nos 169-171 have a stepped parapet of cream brick with a contrasting dark brown edge and central vertical (fin-like) element. The shopfront of no. 171 is intact and has a chrome finish to the framing, a recessed entry and original tiling to the stallboard.



Nos 173-177



Nos 179-187

Nos 173 to 181 and nos 183 and 187 are consistent with a slight variation in the colour of the stretcher bond brickwork with the western end being cream and the eastern end having a slight salmon tinge, both with some variegation. There is contrasting brown brick trims including projecting stacked (vertical) brickwork and recessed bands (horizontal). Stylistically these are reflective of a functionalist aesthetic with decoration being largely eschewed and differentiation being limited to horizontal and vertical elements. To the rear, these buildings are part two storey in red brick and part single storey, with concrete tile clad skillion roofs to the latter.

Each building generally retains a central group of four, timber-framed, double hung sashes, except nos 177 and 183, where they have been replaced with aluminium-framed windows. Intact bronze-finish shopfronts with recessed entries survive at nos 173, 175, 181, and 187. The badge of the manufacturer survives to no. 187 but is overpainted. Most buildings also retain round rainwater heads to the front.



Nos 173-177



Nos 171 shopfront, looking eastwards

The most distinctive building in the group is the single storey building at the east end (corner of Wilson Street). It also has variegated cream brickwork to the side elevation (partly over painted) however the front (south elevation) is clad in Castlemaine slate or the like, which was popular during the 1950s. The building has a skillion roof with a wide soffit to the east side, lined with battened sheeting, where the building steps in from the boundary. There is corrugated sheeting to the upper part of the south/Centre Road elevation. The original window frames have a chrome finish and the door is timber-framed.

History

The subject sites were part of Henry Dendy's 5120 acre Special Survey which was purchased on 18 October 1841. The boundaries of the Dendy's land are reflected in the existing names of the streets North Road, East Boundary Road, South Road, with Port Phillip Bay as its western boundary. Centre Road was the central east-west street of Dendy's survey.

As early as 1843, Henry Dendy farmed in the area bound by Thomas Street, Centre Road and Wheatley Road.¹ 100 years later, a number of agricultural activities were still being conducted in the area. At nearby 'Killearnan' (originally Whitmuir Hall) for example, the land was used for horse agistment into the early 1940s.² The former country residence, now the Bentleigh Club, is located to the north-east of the Centre Road shops and was gradually subdivided into smaller residential estates in the Interwar and Post-War periods.³

In April 1922, the subject shops were part of an almost 10 acre (about 4 hectares) site that was registered to Bertram Haire Lewis (gentleman) and Leslie Fox (builder).⁴ The site was located on the corner of Thomas Street and Centre Road, close to Elster Creek. The following year, in November 1923, the land was subdivided and lots advertised for sale as part of the Grand View Estate. In addition to the thirteen shop sites, the Estate was noted to include 52 'grand home sites' with frontage to Centre Road, Thomas Street and subdivision streets (Wilson, Lily and Somers streets). At the time, the estate was also noted to be at 'the centre of a growing progressive district, handy [to] Bentleigh Station and just by the proposed new electric tramway in Point Nepean Road'.⁵

Development in the area was slow to begin with only 10 houses constructed on the Grand View Estate by 1927.⁶ Eight of these houses fronted Lily Street which in the previous year had only one occupant listed in the Sands and McDougall's Directory. The proposed tramway to Point Nepean Road appears never to have built.

The earliest of the shop sites to be developed were those at nos 165 and 167. These sites were registered in the names of Marie Josephine Putt in October 1927 and Margaret Minnie Haynes in June 1928 respectively. Both went on to be acquired by Albert Ernest George, Greengrocer in October 1929 who erected a pair of shops by 1931 that were tenanted by a grocer and a fruiterer.⁷ By this time, 28 residences had been erected on the Estate (refer to image below).



1931 aerial photograph with the shops at nos 165 and 167 indicated (circle)
 'Killearnan' is also indicated (arrow)
 (Source: Maldon Prison Project, no. 1931, run 25, frame 2480, Landata)

- 1 Andrew Ward, City of Glen Eira Heritage Management Plan, 1996, Volume 1, pp12, 14
- 2 *The Argus*, 25 March 1939, p4. *Sporting Globe* (Melbourne), 29 November 1941
- 3 *Punch* (Melbourne), 21 March 1912, p8
- 4 Certificate of Title, Vol. 4554, Folio 650
- 5 *The Age*, 7 November 1923, p2
- 6 MMBW detail plan no. 3246, 1927, SLV
- 7 Certificate of Title, Vol. 5336, Folio 159

In the mid-1930s, proposals to extend the Hawthorn Road tram line from North Road to Point Nepean Road were contemplated by Brighton Council. At this time, it was noted that 'residents of the district were in urgent need of increased transport facilities which the proposed extension would provide'. It was also noted that a large area of the eastern portion of the municipality was undeveloped owing to the lack of reasonable travelling facilities.⁸ This extension was completed in 1937.⁹

By the mid-1940s, most of the residential allotments in the Estate had been developed. Eleven of the thirteen shop sites however remained vacant (refer to aerial photograph below) at this time as did large areas of land further to the north and west.¹⁰ Six of the remaining 11 undeveloped shops sites had been sold off during the 1920s and 1930s, whilst the other 5 sites (nos 173, 177, 181, 185, 187) did not change hands until 1947. These remained in the name of Leslie Fox, who had been one of the two proprietors that subdivided the Grand View Estate, with family members Harold John Fox and George Leslie Fox becoming co-owners of the 5 shop sites.¹¹



A 1946-47 aerial photograph with the shops at nos 165 and 167 indicated.
(Source: Photo-map Ringwood 849 CIC, Landata)

In addition to the above 5 shop sites, Leslie Fox also acquired no. 175 in 1945 (with Bertram Haire Lewis) as well as no. 179 in 1947 and no. 183 in February 1949 (both with Harold John and George Leslie). These had originally been transferred to separate owners in 1929, 1937 and 1930 respectively.¹² By acquiring the additional three sites, the Fox family came to own eight shop allotments in a row (nos 173-187). This group of eight shops were likely erected by the Fox family who were builders trading at the time under the name of L Fox & Sons.¹³ Leslie Fox had been erecting houses and flats on his own land through the 1920s and 1930s in nearby suburbs. In the 1930s, his company became L Fox & Sons and continued to erect building locally until at least the late 1960s.¹⁴

⁸ *The Age*, 28 April 1936, p14

⁹ *The Herald*, 4 December 1937, p3

¹⁰ Photo-map, Ringwood CIC 849, 1946-47, University of Melbourne

¹¹ Certificate of Title, Vol. 7068, Fol. 586

¹² Certificate of Title, Vol. 5568, Fol. 490. Vol. 6160, Fol. 807. Vol. 5626 Fol. 066.

¹³ L Fox & Sons Proprietary Limited ceased trading by 1980. Refer to Index of Defunct Companies etc., PROV, VPRS 8268, P2, item 180

¹⁴ Australian Architectural Index online database, accessed 30 October 2018

Most of the Fox owned sites were transferred to separate owners between September and November 1949.¹⁵ Shops had been erected on some of the sites, likely nos 173-181, by June 1950 when Valentino Celotti resided at no. 179.¹⁶ The following year, no.179 was put up for sale.¹⁷ At this time, the row of shops was noted to be the 'new shopping centre' and the building had a tiled shopfront and cantilevered verandah.¹⁸ The remaining Fox built shops at nos 183-187 had been constructed by 1952 when the building at no. 187 was advertised for sale. In the sale advertisements, the shop was described as

Ultra-modern shop and dwelling, containing lovely ground-floor shop, with upstairs dwelling, of lounge, bedroom, kitchen, bathrooms, &c., every latest convenience, Let at £283 p.a. to excellent tenant. This sale provides a unique opportunity for an investor to obtain a splendid return at a minimum outlay in this ever popular suburb.¹⁹

Tomorrow, 13th Sept., at 2.30 p.m.
ON THE PROPERTY

187 CENTRE ROAD, BENTLEIGH
(NEAR THOMAS STREET)



EXECUTORS' REALISING AUCTION

Ladies' Hairdressing Salon, 187 Centre Road, Bentleigh.
 (Source: *Herald*, 12 September 1952, p8)

Unlike other shop allotments that were purchased in the 1920s and 1930s as single lots, the adjacent lots at nos 169 and 171 were acquired by the one owner. They were initially registered to a carpenter in 1928 and were acquired by Valentino Celotti (Fruiterer) 12 years later in June 1950, who resided at the nearby shop at no. 179. The single storey shops at nos 169 and 171 had been erected by 1955 and were not sold as separate lots until 1965 and 1966.²⁰

¹⁵ Certificate of Title, Vol. 7068, Fol. 586

¹⁶ Certificate of Title, Vol. 5424, Fol. 782. Sands and McDougall's Directory of Victoria, 1950, SLV

¹⁷ *The Age*, 14 November 1951, p10

¹⁸ *The Age*, 27 October 19512, p27

¹⁹ *The Argus*, 13 September 1952, p16

²⁰ Certificate of Title, Vol. 5424, Fol. 782

The allotment at no. 189 was also acquired by Celotti in 1954 who erected the shop at this site in circa 1955 (refer to aerial photograph below).²¹ By this time, much of the previously vacant land further to the north and west had been developed. In 1955, the Grand View Estate shops were tenanted by, amongst others, a grocer, 2 confectioners, a cake shop, hardware shop, dry cleaning service, chemist, butcher and fruiterer.²² Such shops were common on small local shopping strips during the mid-20th century when much shopping was undertaken close to home.²³



1956 aerial photograph. The subject shops are indicated
(Source: Landata, Melbourne Outer Suburbs Project, no. 250, run 28, frame 99)

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – vol. 1 (Historical Background):

- Suburban Expansion and Consolidation (1920s-1930s)
- Epilogue (1940s)

Known comparable places in the City of Glen Eira

The subject precinct is one of a few similar commercial precincts in the municipality. Other examples include:

- HO66 Caulfield South Shopping Centre – mainly Interwar development.
- HO72 Elsterwick Historic Area - which was primarily developed during the Victorian and Federation periods but has an Interwar component.
- HO75 Ormond Precinct Environs – section of precinct west of McKinnon Railway Station on McKinnon Road is predominantly Interwar period commercial development.
- Proposed Bentleigh Shopping Centre Precinct – Mainly Interwar period development with some contribution from the Post WWII period.
- Proposed Carnegie Shopping Centre Precinct – Mainly Late Federation and Interwar period development with some contribution from the Post WWII period.
- Proposed Glenhenty Tram Terminus Estate shops – A small, consistent Interwar period group.

²¹ Aerial photograph, Landata, Project 250 Melbourne outer suburbs, run 28, frame 99, 9 February 1956

²² Sands and McDougall's Directory of Victoria, 1955, SLV

²³ 'Where was your local corner shop or deli?' accessed at australiarememberwhen.net.au on 29 October 2018

Condition
Good

Integrity
Largely intact.

Previous Assessment
Not applicable

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcels of land associated with 165-189/189A Centre Road, Bentleigh.



Recommended extent of Heritage Overlay
(Source: Nearmap, 7 October 2018)

BENTLEIGH RETAIL PRECINCT

Address	354-494 Centre Road, Bentleigh (south side only)
Significance	Local
Construction Dates	1923 to circa 1960
Period	Interwar and Post WWII
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The following features contribute to the significance of the Bentleigh Retail Precinct:

- Intact buildings, both single and two storey, dating to the Interwar and Post WWII periods.
- Intact parapets to single storey buildings.
- Intact first floors and parapets to two storey buildings.
- Original detailing including brickwork and/or render (render and roughcast); timber (especially box-framed) or steel-framed windows; tile clad, visible/expressed roofs.
- Intact shopfronts to the Interwar and Post WWII periods with recessed entries (often with pressed metal ceiling), metal framing (such as bronze or chrome finish), original glass to highlights (e.g. decorative, textured, ribbed), tiling to entry floor and/or stallboards, and timber-framed doors.
- Pressed metal soffits to cantilevered canopies.

Contributory places: 354-358, 360-364, 368-370, 374-380, 382, 384, 386-394, 396, 400-404, 408-414, 418-420, 422, 424, 426-436, 438, 442-444, 446-454, 456-462, 464-466, 474, 476-484, 488-494

Non-contributory places: nos 366, 372, 416, 440, 466A, 466B, 468-470, 472, 486.

How is it Significant?

The Bentleigh Retail Precinct is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Historically, the Bentleigh Retail Precinct is significant as being representative of the intense retail development that occurred close to Bentleigh Railway Station during the Interwar period, especially during the mid-late 1920s following the electrification of the railway line in 1922. The precinct also demonstrates the importance of local shopping areas in the daily life of suburban communities. Post WWII, the precinct enjoyed huge popularity as a shopping destination in the south eastern suburbs of Melbourne. Some redevelopment of sites occurred during the Post WWII period, which reflects another major phase evident more broadly throughout Bentleigh. (Criterion A)

The Bentleigh Retail Precinct is aesthetically significant for the high proportion of largely intact, contributory commercial buildings dating to the Interwar period and, to a lesser extent, from the Post WWII period, providing a remarkably consistent streetscape. Many of the premises are part of larger buildings. Typical of the early Interwar period (1920s) buildings, an Arts and Crafts aesthetic is evident in the combination of brick (red and clinker) and render (smooth and/or roughcast), though many are overpainted, as well as timber-framed windows. The late Interwar period (1930s) buildings are usually indicative of the Moderne style in either brick (not red) or render (smooth) with a horizontal emphasis, including to the steel-framed windows. Post WWII buildings are more austere, reflecting the influence of Modernism. A few original/early shopfronts survive (notably no. 384 and 482) as well as pressed metal soffits to the canopies, which enhances the significance of the precinct. Whilst many of the buildings are good examples, the most distinctive buildings are nos 354-358, 396, 408-414, 426-436, and 442-444. (Criterion E)

Description

The Bentleigh Retail Precinct extends along the south side of Centre Road to a similar extent either side of the railway line. The western edge includes no. 354 (to the east of Mavho Street) and the eastern edge is no. 494 (corner of Robert Street). The sites are consistently narrow with two wider corner allotments (nos 366 and 438).

The building stock predominantly dates to the Interwar period with a contribution from the Post WWII period. In addition, some shopfronts survive intact from both periods.

The buildings are generally two storey with a few single storey examples. Brick is the predominant wall material and the roofs are mostly clad in sheet metal (presumably corrugated) though some are clad in terracotta tiles. The roofs are generally concealed by a parapet though a few of the terracotta examples are expressed (nos 408-414 and 418-420).

Most buildings consist of two or more premises (up to six) though there are a few individual buildings. Some have chamfered corners (nos 414 and 494).

Stylistically, the influence of the Arts and Crafts from the mid to late 1920s is the most prevalent, with examples of the Art Deco and/or the Moderne styles from the early to mid-1930s also being well represented. There are also a few Post WWII examples.

There are a few largely intact shopfronts dating to the Interwar and Postwar periods, noted below. They usually retain a recessed entry, stallboard (some with tiling, often over painted and others are rendered) and framing with highlights (often over painted). In some instances, the badge of the manufacturer survives (e.g. Duff, Federal, N & N). Several others that are partially intact, usually retained the general format.



No. 482 – Interwar period shopfront with stained glass to highlights



No. 494 - Example of Postwar period shopfront

Pressed metal survives to the soffits of a few cantilevered awnings (nos 404, 410, 428-430, and 488). Several retain soffits with battened sheeting also indicative of the Interwar period (e.g. nos 360-364).



No. 364 - Example of original manufacturers badge to a shopfront



No. 404 – example of pressed metal soffit

Early Interwar (1920s)

Arts and Crafts style, or influence thereof, is evident in a combination of red brick (often painted over), possibly with some contrasting use of clinker brick (for example to projecting elements) and/or natural render finish (often also painted over). The render can be smooth or in combination with roughcast.



Nos 368-370 (right) and 374-380 (left)



Nos 408-414 (left with visible roof) and nos 400-404 (background)

Among the most distinctive individual buildings and the multiple premises in the Centre Road precinct dating to the 1920s are the following:

- Nos 368-370 and 374-380: Originally forming a continuous group of seven however no. 372 was replaced in 2013. To the first floor, this group is partly rendered, a combination of smooth and roughcast, and face brick (stepped motifs flanking windows and a band below the windows), however the brickwork has been painted over. Some of the group retain their tripartite group of timber-framed double hung sash windows. The mid-20th century, chrome shopfront to no. 378/380, manufactured by RMS of Hawthorn, is intact as is the tiling to the stallboard.
- No. 382: Two storey, roughcast and render, similar to nos 374-380. Intact shopfront, manufactured by 'Federal', including central recessed entry with tiling and pressed metal.
- Nos 386-394: Group of five with central, taller parapet. Name is partly obscured by signage (possibly Codys Buildings). Two storey, roughcast and render with large window introduced to no. 392.
- Nos 400-404: Pair with red brickwork and cement render finish to the pilasters and stepped parapet. Although the lintels and opening are intact, the original windows have been replaced with aluminium type.
- Nos 408-414: Groups of four with an expressed, tile clad roof. Red brick with clinker brick arched lintel (removed to no. 412). Originally these openings were to recessed balconies however they have been enclosed with a variety of timber-framed windows.
- Nos 418-420: A pair with a tile clad, expressed roof (which had originally included no. 416) with exposed rafter ends and windows with six-paned upper sashes. Largely intact, Post-WWII angled shopfront to no. 420, though largely obscured, paired with that no. 422.
- Nos 426-436: Group of six consisting of three mirrored pairs with central curved parapet section, the red brickwork and render finish (parapet and band at the level of the sill) survives to the eastern half and painted over to the western half. The window openings are intact though the some frames have been altered. Largely intact, mid-20th century shopfront to no. 428 with deeply recessed entry.
- No. 438 (HO98): Former State Savings Bank in the Free Classical style with Tuscan Order piers, tooled lines to the render, recessed balcony and some Greco-Egyptian detailing, popular at the time.
- Nos 442-444: An unusual pair with varying detailing – combination red, clinker and render with a geometric patterning. Original box-framed window to no. 444 with corbelled brick sill. Largely intact, mid-20th century chrome shopfront to no. 444 with recessed entry, tiling to stallboards and entry.
- Nos. 464-466. Modest, single storey pair, whose parapet brickwork has been overpainted. Although in the same style, no. 464 was not constructed until c.1936/37, some eight years after no. 466.
- Nos 476-484 and 488-494: Nine (in two groups of 5 and 4) in red brick with clinker brick highlights, generally corbelled, and roughcast render to the parapet panel. Tripartite, double-hung sashes, several intact. Nos 480-482 unpainted, two (partly) painted and 2 rendered (nos 478+490). Intact shopfront, manufactured by 'Federal (Brunswick St, Fitzroy)', to no. 482 with stained glass to highlights and tiles (painted) to stallboard. Intact splayed corner, Postwar shopfront with chrome finish to no. 494 manufactured by N & N shopfitters. Although in the same style, no. 488 does not appear to have been built until c.1940, some ten years after the rest of the group.



Nos 442-444



Nos 426-436

Late Interwar (1930s to early 1940s)

There are several examples of the (Streamlined) Moderne style of the late 1930s in the precinct. These buildings often have a distinct horizontal emphasis with the most of the examples being rendered and having steel-framed windows.

Examples of the Moderne style on Centre Road include:

- Nos 354-358: Distinctive group with banded brickwork in cream and umber/manganese, cantilevered canopies and stepped fins separating the three premises.
- Nos 360-364: Rendered with fluted pilasters and stepped capitals defining the edge of each section. Two horizontal rails to the upper, presumably for signage, same as group of five at nos 446-454. The shopfronts, manufactured by 'Duff', to these three are largely intact, especially nos 362-364 as the recessed entry to no. 360 has been removed.
- Nos 446-454: Rendered group of five with fluted pilasters defining the edge of each section. Two horizontal rails to the upper, presumably for signage. Similar to group at nos 360-364.
- Nos 456-462: Single storey group of four with banding ('speed lines') and higher parapet section to the middle two.



Nos 450-454



Nos 354-358

Post WWII (circa 1945-60)

The main buildings from the Post WWII period are:

- No. 384: Intact, high quality shopfront with chrome finish and double entry doors. The building has a Post WWII frontage with a large rendered parapet with a framed edge but it may be a remodelled Interwar façade. It has similar windows to no 382 but is partly obscured by a screen and the roof form mirrors no. 382.
- No. 396: Former National Bank of Australia, replaced an earlier building. Corner Burgess Street, recessed frontage typical of period. Upper level of façade is intact with lined soffit, though ground floor has been refurbished. East elevation is tiled (now over painted) to the front and the rear part has a continuous render sill to the groups of timber-framed windows.



No. 384, shopfront



No. 396

History

The subject sites were part of Henry Dendy's 5120 acre Special Survey which was purchased on 18 October 1841. The boundaries of the Dendy's land are reflected in the existing names of the streets North Road, East Boundary Road, South Road, with Port Phillip Bay as its western boundary. Centre Road was the central east-west street of Dendy's survey. Special Surveys were a particular method of survey permitted between 1840-41 whereby the Crown sold large allotments and allowed the internal configuration of the land to be determined by the purchaser.¹

During the mid-19th century a village community emerged around the intersection of Centre and Tucker roads. Centre Road was an important thoroughfare leading to the Nepean Road to the west.

The establishment of the railway line between Caulfield and Mordialloc in 1881 was a great stimulus for the area, linking the village communities and improving their accessibility to Melbourne, and encouraging residential and commercial development, especially close to the railway stations. In Centre Road, settlement slowly began to shift westward, away from the Centre/Tucker roads intersection towards the East Brighton (now Bentleigh) railway station.² A railway gatekeeper's house was established on the south side of Centre Road immediately to the east of the line - the house was replaced with commercial premises during the 1920s.³

In 1885, a wheelway of steel plates was introduced along the Nepean Road towards the city. The tracks were designed to smooth the journey for the local market gardeners and night soil collectors who transported heavy horse drawn loads and to limit damage to the roads. A branch line was built along Centre Road in the mid-1890s.⁴ The lines were removed from 1925.⁵

Interwar Phase

Bentleigh grew considerably in the period between the World Wars. At the beginning of the 1920s there were a few dispersed shops and a bank on the north side of Centre Road in the vicinity of the Railway Station, however the land on the south side (within the subject precinct) remained largely undeveloped. The land between Mavho and Loranne streets is said to have been used for circus performances.⁶

Following the electrification of the railway line in 1922, which improved connectivity to the city (60 trains operated each way daily in 1923) and increased passenger usage, the development of the Bentleigh shopping centre progressed rapidly.⁷ In April 1923, 25 business sites on the south side of Centre Road (between the railway line and Mitchell Street) were auctioned as part of the Golden Square Estate (the auction also included 112 residential sites to the south).⁸ Over 800 people attended the auction and 18 of the business sites were sold.⁹

¹ John B. Parker, 'Surveying', *The Encyclopedia of Melbourne*, eds. Andrew Brown May & Shurlee Swain, p703

² John Cribbin, *Moorabbin: A Pictorial History 1862-1994*, pp 5, 77

³ Sands and McDougall's Street Directories; Auction notice reproduced in J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p125

⁴ J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p49

⁵ J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p46

⁶ J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p106

⁷ J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, pp93, 125

⁸ J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p125.

⁹ *The Age*, 30 April 1923, p8

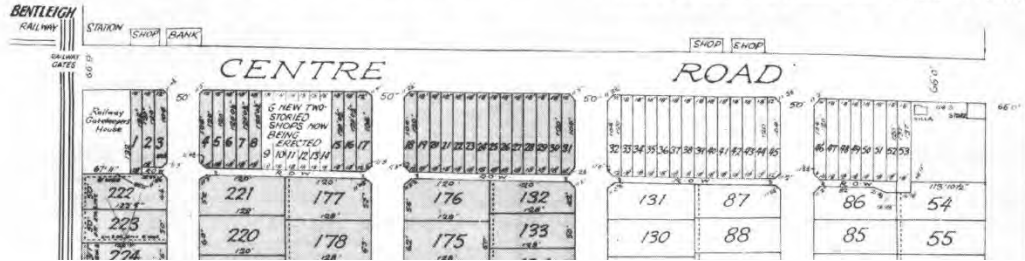
GOLDEN SQUARE ESTATE, Bentleigh

Grand Subdivisional Auction Sale, SATURDAY, APR. 28, 1923, at Three o'clock, on the Ground, in a Seated Marquee.

25 BUSINESS AND 112 HOME SITES

Also, **6-Roomed Brick Villa**, Slate Roof,
On Lot 242, corner of Brewers Road and Bendigo Street.

Only eight miles from Melbourne, on the Mordialloc Line,
60 Electric Trains each way daily, and situate right at the Station.
Electric Light Gas, Water (Mains to be put down at Vendor's expense).



Section of the auction notice for the Golden Square Estate
(Source: J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p 125)



Auction of the Golden Square Estate in 1923. A large marquee can be seen in the background.
(Source: *Moorabbin: A Centenary History 1862-1962*)

In early 1923, the earliest extant buildings in the subject precinct (the group of 6 two storey shops at nos 426-436) were under construction.¹⁰ The shops on the corner of Bendigo Avenue (nos 408-414) followed soon after in 1924/25. By the end of the 1920s most of the land in the subject precinct had been developed, including the following extant buildings: the shops at nos 368-370, nos 374-380, no. 382, nos 386-394, nos 400-406, nos 418-420, nos 422-424, nos 442-444, no. 466, no. 474, nos 476-484 + 490-494, and also the State Savings Bank (1928).¹¹

At a meeting of Bentleigh shopkeepers in 1928, it was decided to form a local traders' association.¹² There were a wide variety of businesses trading in the subject precinct – in 1929 these included multiple drapers, confectioners, butchers, ironmongers, banks, tobacconists, grocers, fruiterers and estate agents, as well as a fishmonger, newsagent, baker, bootmaker, dressmaker, hairdresser, dentist, radio & music shop, and baby carriage shop.¹³

¹⁰ Auction notice for the Golden Square Estate reproduced in J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p125

¹¹ *The Argus*, 2 July 1928, p12

¹² *Age*, 21 August 1928, p7

¹³ Sands and McDougall's Street Directory, 1929, p107



Circa 1925, showing nos 426-436 and nos 408-414 soon after their construction. The wheelway tracks can be seen in the middle of the road.
(Source: State Library of Victoria, 'Marriott Estate, Jasper Rd., Bentleigh' [cartographic material])



Aerial photograph, c.1928, looking southward.
(Source: J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p 132)



Bentleigh Post Office (built 1929, now demolished), corner of Lorraine Street. Photo c.1960. 360-364 Centre Rd at right.
(Source: National Archives of Australia, B5919, 204)



Aerial photograph dated 1931
(Source: Landata, Maldon Prison, Proj. No. 1931, Run 25, Frame 2480)

After a hiatus, the next phase of development in the precinct occurred during the late Interwar period. The groups of shops at nos 354-358, nos 360-364, nos 446-454¹⁴ and nos 456-462 were all built between 1938 and 1942.¹⁵ In addition, although adopting the designs of neighbouring buildings built during the 1920s, nos 464 and 488 appear to have been built c.1936/37 and c.1940 respectively.¹⁶

The north side of Centre Road developed similarly during the Interwar period. The Hoyts picture theatre, built in 1926 close to the railway station on the west corner of Nicholson Street, was a major drawcard for Bentleigh, and Coles opened its first store by 1942.¹⁷

Post WWII Phase

Bentleigh continued to experience strong growth in the Post WWII period. By the 1950s Centre Road had become one of the most (if not the most) important retail centres in the south-eastern suburbs of Melbourne. Its success was described in a newspaper article at the time as follows:

...shoppers from as far afield as Frankston, Caulfield, Brighton, and other nearby suburbs prefer its stores to their own. Nearly every city chain store has bought, or is interested in buying, land along Centre Road. Lock-up shops, costing up to £20,000, are being torn down three at a time to make way for big modern chain stores.¹⁸



Illustration from an 1953 newspaper advertisement for a special shopping day in Bentleigh
(Source: *The Herald*, 26 May 1953)

¹⁴ Interestingly, multiple examples of the same design for nos 446-454 were also built in the Carnegie Retail Precinct. Nos 360-364 also have a similar design.

¹⁵ Sands and McDougall's Street Directories

¹⁶ Aerial image dated 1931 (Landata, Maldon Prison, Proj. No. 1931, Run 25, Frame 248); Sands and McDougall's street directories

¹⁷ Sands and McDougall's Street Directory, 1942

¹⁸ *The Argus*, 11 January 1955, p10



Bentleigh Railway Crossing in the 1960s, south side.

The two buildings on the left (then occupied by a library and a florist) on the east side of the railway line have now been demolished.
(Source: J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p186)

Several extant buildings in the subject precinct replaced earlier Interwar buildings. For example, the c.1960 building at no. 396 replaced the original National Bank of Australasia built c.1927,¹⁹ and later, in 1971 a new post office on the west corner Loranne Street replaced the earlier post office built on the site in 1929.²⁰

On the north side of Centre Road some larger developments took place in the 1950s. A new Coles store opened in 1956 (replacing three earlier 1920s shops), the Centre Arcade opened in 1959, and Woolworths opened in the late 1950s (replacing earlier shops).



Centre Road looking west, 1960s.

Buildings on the south side, from left start from no. 410
(Source: J Cribbin, *Moorabbin: A Pictorial History 1862-1994*, p187)

¹⁹ According to aerial photography, the extant building was constructed at some point between 1956 and 1963.
(Aerial Photograph dated 1963, Landata, Melbourne 1963 Project, Proj. No. 486, Run 20, Frame 134)

²⁰ *The Herald*, 10 April 1929, p1; National Archives of Australia: B6295, 2929B



Aerial photograph, dated 1956
(Source Landata, Heatherton Project, Proj. No. 253, Run 1, Frame 112)

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – vol. 1 (Historical Background):

- Suburban Expansion and Consolidation (1920s-1930s),
- Epilogue (1940s)

Known comparable places in the City of Glen Eira

The subject precinct is one of a few similar commercial precincts in the municipality. Other examples include:

- HO66 Caulfield South Shopping Centre – mainly Interwar development
- HO72 Elsternwick Historic Area - which was primarily developed during the Victorian and Federation periods but has an Interwar component.
- HO75 Ormond Precinct Environs – section of precinct west of McKinnon Railway Station on McKinnon Road has predominantly Interwar period commercial development.
- Proposed Carnegie Retail Precinct – mainly Late Federation and Interwar period development with some contribution from the Post WWII period.
- Proposed Glenhuntly Tram Terminus Estate shops – a small, consistent Interwar period group.

Condition

Good

Integrity

Largely intact.

Previous Assessment

Not applicable

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the land parcels associated with 354-494 Centre Road Bentleigh (south side only).



Recommended extent of Heritage Overlay
(Source: Nearmap, 2018)

ROSSTOWN HOTEL

Address	1084 Dandenong Road, Carnegie
Significance	Local
Construction Date	1926-27
Period	Interwar
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The Interwar period Rosstown Hotel at the corner of Dandenong and Koornang roads, primarily the original two storey section with bellcast roof and the adjoining original single storey section with hipped roof section to Koornang Road. Of particular significance are the principal elevations to Dandenong and Koornang roads, including the parapets, tile clad roofs, the wide eaves and coved soffits of the bellcast roof, configuration of the original openings, French doors and fanlights to the balconies, balconies and their balustrades, and the tiled dado.

The later, single storey sections to the south and west of the main building are not significant.

As the rendered walls of the building are painted, it is appropriate to have paint controls so that a complementary colour scheme is applied to the building, especially in light of the original dado tiling.

How is it Significant?

The Rosstown Hotel is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Historically, the Rosstown Hotel is significant as a prominent Interwar period hotel built along the main, historic route from Melbourne to Gippsland, that replaced earlier buildings, the first having been established by 1878. The construction of a new hotel in place of an earlier Victorian one illustrates the rapid development and renewal which was occurring in Carnegie at this time. (Criterion A)

Built in 1926-27, the Rosstown Hotel is aesthetically significant as an intact Interwar period hotel constructed in a prominent position at the entrance to the Carnegie village from Dandenong Road. The resolved and contemporary design in the Georgian Revival style by Joy & McIntyre reflects a key growth phase in Carnegie and the desire for commercial buildings to reflect progressive tastes and trends. Of note are the bellcast roof with coved soffits and general level of intactness including pattern of openings and the dado tiles. (Criterion E)

Description

The Rosstown Hotel is situated in a prominent location on the corner of Koornang and Dandenong roads, Carnegie. The main section is two storey with single storey sections to the south end (Koornang Road) and rear. The two storey section and adjoining single storey section with a tile clad hipped roof is also original. The intermediate single storey section (along Koornang Road) is partly original – it had incorporated a garage, toilets, etc. but has been altered. The southern end dates to the 1970s as do single storey parts to the rear.

The original Interwar period section reflects the contemporary interest in the Georgian Revival style. The two storey section has symmetrical façades – a long eastern (Koornang Road) and shorter northern (Dandenong Road). The walls are rendered and painted in a sympathetic colour scheme with the dado/lower part retaining original tiling typical of the period. The tiling is divided into various bands including a plinth and two narrow bands with black tiles, and two narrow bands with small square glass tiles (green and white), whilst the main types are larger flecked square tiles (biscuit and stone).



East (Koornang Road)



Position of former garage to the east (Koornang Road)

The roof is bellcast (hipped with a flatter pitch over the eaves) and clad in terracotta tiles and has wide eaves with unusual convex/coved, timber-lined soffits, except for the central parts of the principal façades where curved parapeted sections project through the roof. There is a short chimney to the Dandenong Road end. The Dandenong Road elevation includes two short parapet sections with a circular/porthole motif, which may have initially been further distinguished. The parapet to the Koornang Road elevation is wider and continuous though includes two sections similar to the north elevation flanking a slightly lower intermediate section. The building name is included to each parapet. There are balconies, supported on curved brackets, to the centre of each elevation with paired arched doors with fanlights and original metal railing. These are the only openings with timber-framed, multi-panes however according to the drawings, the other arched openings (to the central part of each façade at ground level) included fanlights whilst the other windows featured square leadlight quarrels. The first floor windows originally had casements and shutters (except for the taller windows below the parapets).



North (Dandenong Road)



Detail of tile

The original single storey section is largely intact and has similar detailing. This section also has a terracotta tile clad, hip roof and a tall chimney. The curved parapet which originally linked it to the two storey section has however been removed, though the original dado tiling extends across the front wall.

Some of the original detailing has been reproduced on the latter, single storey sections to the rear and southern end.

History

The subject site formed part of Crown Section 106 of the Parish of Prahran, County Bourke, which was first purchased by W Smith.¹ By 1878, the first hotel had been constructed near the intersection of Koornang and Dandenong roads with prominent local James Egan as the licensee.² Egan had formerly been propriety of the Royal Hotel, also on Dandenong Road.³ The position of the Rosstown Hotel at the corner of Koornang and Dandenong roads at this time is noted on an 1880 subdivision plan of the Rosstown Estate.⁴

In 1884, Architects Wilson and Beswicke called tenders for the construction of the second building, a 30-room hotel on Dandenong Road.⁵ In 1887, architect Arthur Lewis called tenders for the construction of 80 feet of verandah and balcony at the site.⁶ By 1906, the Hotel was described as a two storey brick building with 25 rooms.⁷ That year, the building was affected by a devastating fire that fully gutted the top storey and destroyed the roof.⁸ The image reproduced below depicts the building c.1910, although because of the approximate date, it is unknown whether it depicts the building before or after the 1906 fire.



Rosstown Hotel, c.1910
(Source: Glen Eira Historical Society, P0029.32)

The MMBW plan reproduced below depicts the subject site in 1915. A building fronting the corner of Dandenong and Koornang roads with a return verandah and rear section to Koornang Road is evident on the plan which indicates the original hotel building was rebuilt following the 1906 fire.

¹ Prahran Parish Plan, VPRS 16171, P1, Plans Ne-R

² The hotel is referred to as the Rosstown in *South Bourke and Mornington Journal*, 10 July 1878, p1; in an alternate source it is mentioned that the hotel was named Soames Hall before 1880 although this has not been confirmed; Dr Geulah Solomon, *Caulfield's Heritage, Volume 1: Caulfield's Building Heritage*, p93

³ Sands and MacDougall's Directory, 1875, p115

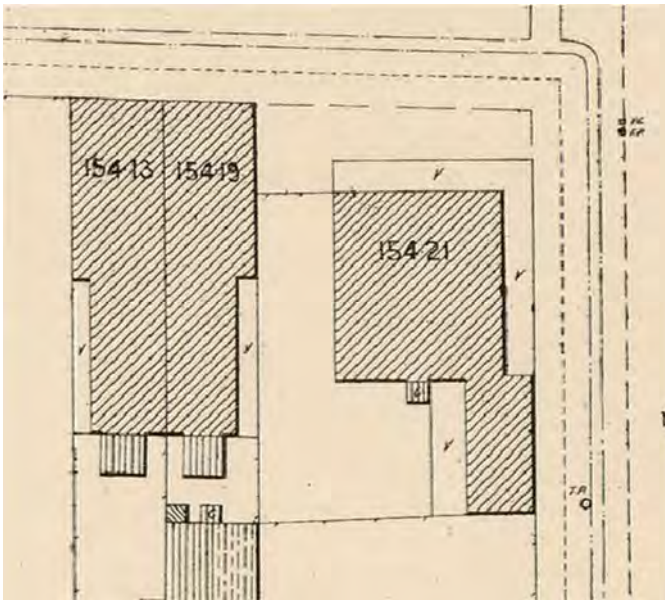
⁴ Plan of Rosstown Estate at Caulfield, 1880, SLV

⁵ Australian Architectural Index, record no 16792

⁶ Australian Architectural Index, record no. 16791

⁷ *Argus*, 11 January 1906, p5

⁸ *Argus*, 11 January 1906, p5



1915 MMBW detail plan. Dandenong Road is to the top of the map.
(Source: SLV)

By 1920, the land containing the hotel had been acquired by Timothy and Susanna Clifford.⁹ The extant hotel was designed in 1926 by Robert Henry McIntyre, part of a partnership with engineer Charles Wallace Joy under the name Joy & McIntyre.¹⁰ The hotel was likely constructed the next year 1927.¹¹ By March 1933, George and Laura Ferns had become the proprietors.¹²

Joy & McIntyre were an architectural and engineering partnership which formed in 1922.¹³ Robert McIntyre was a successful commercial architect who specialised in the design of hotels and whose son, Peter McIntyre, was himself an eminent architect of the late 20th century.¹⁴ Joy & McIntyre were prolific in the Interwar period and works from this period include the Clyde Hotel, Carlton in 1923,¹⁵ the Quarry Hotel, Brunswick in 1925,¹⁶ and in 1926 the Junction Hotel in Preston.¹⁷ In 1929, the partners designed the Pier Hotel, Frankston.¹⁸

In the 1930s, McIntyre was associated with the design of a number of hotels in the Streamline Moderne style including the Phoenix Hotel, Melbourne in 1936 and the Prince of Wales Hotel, St Kilda in 1937.¹⁹ McIntyre would later form Robert A. McIntyre & Associates and in 1962 amalgamated his office with the practice of Peter & Dione McIntyre (his son and daughter-in-law) to form McIntyre, McIntyre and Associates.²⁰ Robert died in 1966 while the firm found acclaim through the late 20th century and still practice under the name McIntyre Partnership.²¹

The original building consisted of the extant two-storey section to the corner of Dandenong and Koornang roads and a single storey rear section and garage to Koornang Road. These are evident on the drawings dated 20 March 1926, which are reproduced below.

⁹ Certificate of Title, Vol. 4459, Fol.774

¹⁰ The architect's name is obscured on the original building plans but their address is legible and R.H Macintyre's initials are evident on the plan: City of Glen Eira Building File

¹¹ Dr Geulah Solomon, *Caulfield's Heritage, Volume 1: Caulfield's Building Heritage*, p93

¹² Certificate of Title, Vol. 4459, Fol.774

¹³ 'Collection of Architectural Drawings by R.H. McIntyre', SLV

¹⁴ Phillip Goad, 'McIntyre, Peter & Dione', *Encyclopedia of Australian Architecture*, eds. Phillip Goad and Julie Willis, p443

¹⁵ 'Alterations and Additions – Clyde Hotel', LTAD195/13/1, SLV

¹⁶ 'Collection of Architectural Drawings by R.H. McIntyre', SLV

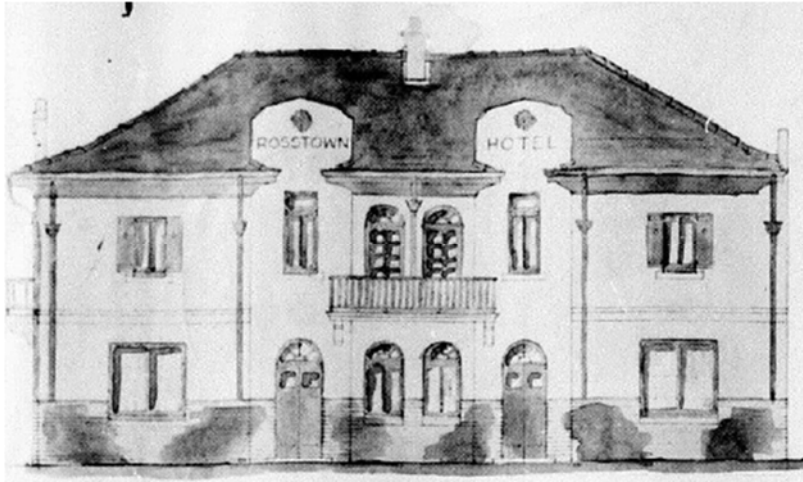
¹⁷ 'Junction Hotel', VHD

¹⁸ Australian Architectural Index, 17050

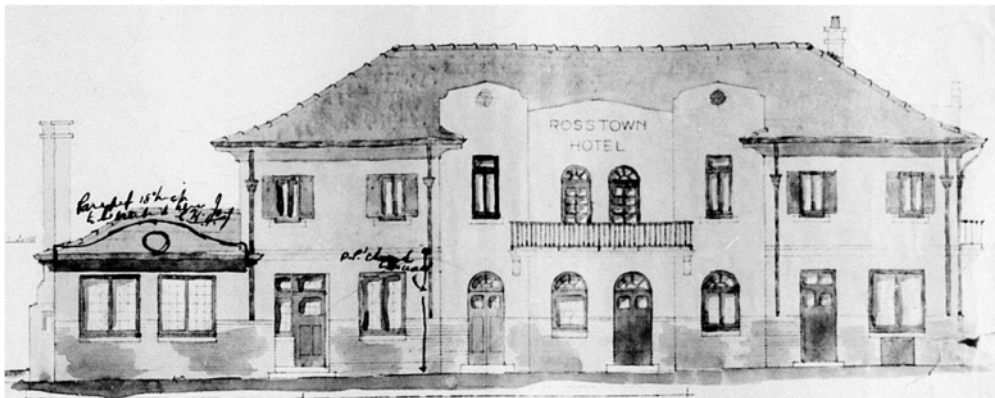
¹⁹ 'Collection of Architectural Drawings by R.H. McIntyre', SLV

²⁰ Phillip Goad, 'McIntyre, Peter & Dione', *Encyclopedia of Australian Architecture*, eds. Phillip Goad and Julie Willis, p443

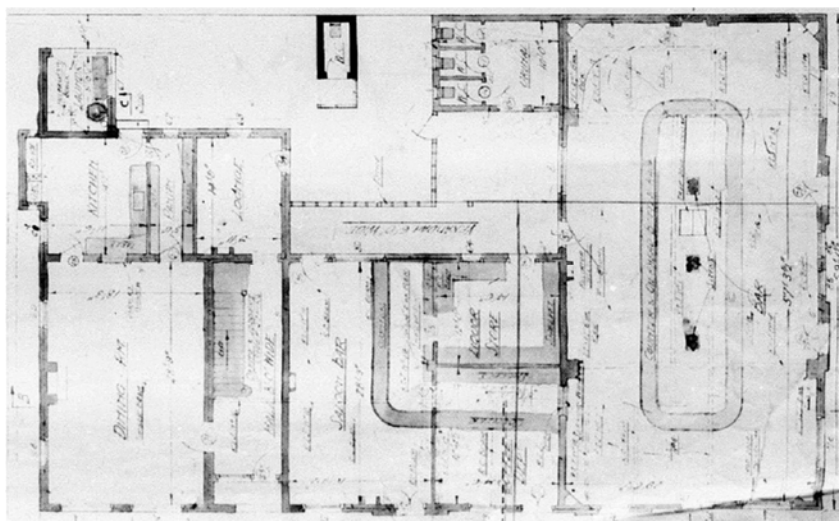
²¹ Phillip Goad, 'McIntyre, Peter & Dione', *Encyclopedia of Australian Architecture*, eds. Phillip Goad and Julie Willis, pp443-444



Elevation to Dandenong Road, dated 1926
(Source: Council Building File)



Elevation to Koornang Road, dated 1926
(Source: Council Building File)



The original ground floor plan as drawn by R.H. McIntyre, dated 1926. Dandenong Road is to the right.
(Source: Council Building File)

The Ferns held the licence for the hotel until 1938, when they leased the hotel to Mrs M Broderick and subsequently purchased the freehold of the Oakleigh Hotel, Oakleigh.²² Later, in 1955, another married couple, Thomas and Maude Clark would become proprietors of the hotel and in 1962 it was acquired by Rosstown Hotel Proprietary Limited.²³

Additions and alterations have largely involved extending the building at ground level to the west and south. The covered yard to the west appears to date from 1960, when the architect E Jefferson Jones undertook additions and alterations.²⁴ A lounge room and other works along Koornang Road were undertaken in 1967 by Jones & Campbell.²⁵ Works undertaken in 1971, also designed by E Jefferson Jones & Partners, extended the building further.²⁶

The following photograph depicts the Dandenong Road elevation in 1998 before the driveway off Dandenong Road had been widened.



The Rosstown Hotel, 1998
(Source: John Young, Victorian Places)

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – Volume 1 (Historical Background):

- Suburban expansion and consolidation (1920s-1930s)
- Epilogue (1940s onwards)

Known comparable places in the City of Glen Eira

The subject hotel is one of a few Interwar period hotels in the municipality. Other, less intact examples include:

- Caulfield Club Hotel, 25 Derby Road, Caulfield North - Included as a contributory place in HO71, Derby Road and environs Caulfield North,
- East Boundary Hotel, 730 Centre Road, Bentleigh East, not affected by heritage controls,
- London Tavern, 402 Hawthorn Road, Caulfield South, not affected by heritage controls.

Condition

Good

²² *Herald*, 16 April 1938, p6

²³ Certificate of Title, Vol.4459, Fol.774

²⁴ Building plans dated 1960, Glen Eira City Council building file

²⁵ Building plans dated 1967, Glen Eira City Council building file

²⁶ Building plans dated 1971, Glen Eira City Council building file

Integrity

Largely intact

Previous Assessment

Not applicable.

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcel of land associated with 1084 Dandenong Road, Carnegie.



Recommended extent of Heritage Overlay
(Source: Nearmap, 7 October 2018)

GLENHUNTLY TRAM TERMINUS ESTATE SHOPS

Address	231-251 Koornang Road, Carnegie (west side)
Significance	Local
Construction Dates	Circa 1928-38
Period	Interwar
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The Glenhuntly Tram Terminus Estate Shops at 231-251 Koornang Road. The buildings are contributory (nos 231-237, 241-251) except for no. 239, which has been extensively modified.

The two groups of contributory two storey shops are largely intact and were built within about a 10 year span during the mid to late Interwar period. Features that contribute to the significance of the precinct include original rendered details and timber windows to the upper level along with the Roman tiles to nos 241,245-247 and 251. Original walls, including chamfered corners at the intersection of Truganini Road, remain to the side streets and the original hipped roof form is readily apparent to no. 231. The original shopfront to no. 247 with recessed entry and glazed highlights is also of significance as are sections of original tiling to no. 245.

As the rendered walls of the various buildings are painted, it is appropriate to have paint controls so that a complementary colour scheme is applied to them.

How is it Significant?

The Glenhuntly Tram Terminus Estate Shops is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

Historically, the Glenhuntly Tram Terminus Estate Shops are significant as a local row of shops that demonstrate the growth that occurred in the Carnegie area during the Interwar period. Constructed from the late 1920s, they were erected at a time when the surrounding land began to be filled by residential development and when there was considerable growth in the broader Carnegie area. The subject allotments had been part of the late Victorian Centre Park subdivision, though little development occurred in the area until the Interwar period. It was during the mid-1920s that the Glen Huntly Road tram was extended along Truganini Road to Koornang Road and the subject lots were again advertised for sale, this time as part of the Glenhuntly Tram Terminus

Estate. By the time the tram line was finished, many of the residential lots on the adjacent Centre Park estate had been built on. (Criterion A)

The Glenhuntly Tram Terminus Estate Shops is aesthetically significant as a continuous row of Interwar period shops that were constructed in popular styles of the Interwar period and have a consistent two storey form with decorative parapets to Koornang Road. The design of the northern building is relatively elaborate in a suburban context and indicative of the Free Classical style that was commonly employed in the 1920s. The Spanish Mission style adopted for the southern building was less commonly used in commercial architecture and is a relatively early example of this style. This building is a good example of its type, incorporating decorative details such as barley twist columns with floriated capitals and projecting intermediate bays capped by curved parapet.

The intact recessed shopfront to no. 247, which included pressed metal to the soffit and original floor tiles to the recessed entry, as well as original wall tiles and glass highlights, are typical of shopfronts constructed during the Interwar period. (Criterion E).

Description

The Glenhuntly Tram Terminus Estate Shops in Koornang Road consists of three distinct buildings (nos 231-237, 239, 241-251), though on nine parcels of land (and currently eight separate premises). It is located either side of the intersection with Truganini Road, at the terminus of the Route 67 tram.

The buildings are uniformly two storey and built to the front boundary with single storey rear sections.

The northern building, nos 231-237, has a triangular footprint due to the curved alignment of Truganini Road, and a chamfered corner. The façade/east elevation consists of four bays, divided by panelled pilasters, with the southernmost bay (at Truganini Road) being wider than the other three. Each bay has a central timber-framed tripartite window with double hung sashes, with the upper sashes being 6-paned. The windows to one bay has been replaced (two bays north of Truganini Road) - it has wider glazing bars than the other three.

The design of the northern building is relatively elaborate in a suburban context and indicative of the Free Classical style, typical of the 1920s. Each window is set in an aedicule with a pediment and panelled pilaster. This window setting reflects the articulation of the bays as they also have a triangular pediment to the parapet. The cornice and band at sill level feature dentillation and there is another band of panels below the cornice. The main parts of the walls have a roughcast finish whereas the raised/decorative elements and pediment have a smooth render finish. The roof is hipped and clad in sheet metal and the short return along Truganini Road has a soffit. The shopfronts are not original.



231-237 Koornang Road



231-233 Koornang Road

The building at the south corner of Truganini Road has been extensively modified. Whilst its form and stepped parapet are probably original, its detailing has been removed or obscured. Currently the walls are finished in a textured render, but originally the building may have been face brick and designed in the Moderne style. The extant windows are aluminium-framed, single or two paned.



239-251 Koornang Road



241-245 Koornang Road

The southern building, designed in the Spanish Mission style, has a symmetrical configuration across the six premises. The walls mainly have a roughcast rendered finish. The flat parapets of the outer two and middle two bays are covered with Roman tiles whereas the parapet of the two intermediate bays has a stepped and curved profile. The walls of the two intermediate bays project slightly forward and have an open panel of diamond elements to their edges which are now painted but are possibly tiles. There is another panel of these tiles to the centre of the group. Each bay has a central timber-framed, tripartite window with double hung sashes, with the upper sashes being 6-paned, similar to the northern building in the precinct. Semi-engaged barley twist, columns with floriated capitals however separate each window. A smooth rendered arch above links the columns and the sill likewise has a smooth render finish.

One of the shopfronts (no. 247) is largely intact with a recessed entry, whose soffit is lined in pressed metal. The original floor tiles to the step (cream with maroon diamonds and border) survive, as do the wall tiles and the glass to the highlights, though these elements have been over painted. Some tiling to the side wall survives to no. 245 also. No. 249 retains a Post-WWII shopfront with chrome framing.



Largely intact shopfront, 247 Koornang Road



View of rear of 241-251 Koornang Road from Munro Avenue

To the rear, the single storey sections have a long skillion roof pierced by a tall, red brick chimney. Two sections are unpainted and a red brick wall and concrete lintel are evident to the front two storey wing.

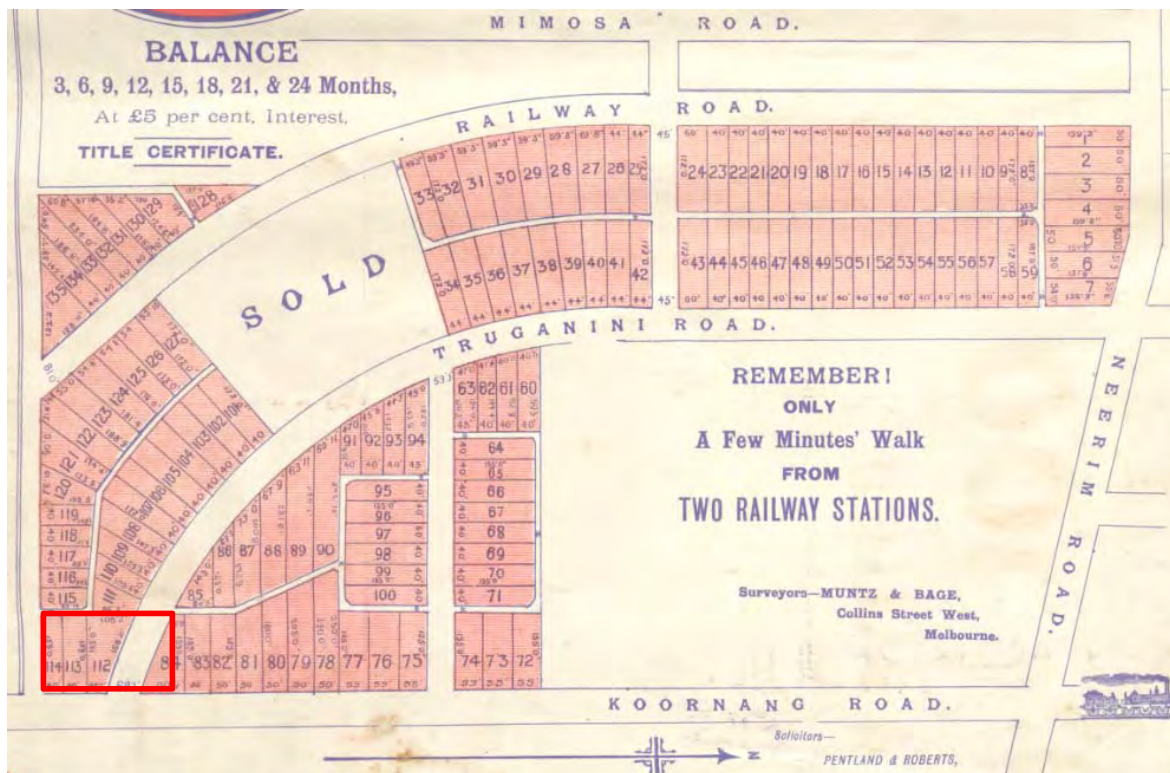
History

The subject allotments were part of Crown Portion 71 in the Parish of Prahran East of Elsternwick that was initially granted to William Perry. The original holding was 90 acres 3 roods and 4 perches (about 37 hectares),¹ and was located to the north of the Lemn Swamp Reserve (initially purchase by W M Ross) which was used in the nineteenth century as a watering place for travelling stock and as a source of peat. This reserve was some of the last land to be developed in the area, part of which became the Glen Huntly Park Estate and the adjacent Koornang Park.²

¹ Parish Plan, P81(10), Landata

² *City of Glen Eira Heritage Management Plan*, A Ward, 1996, Vol. 2, p105

In February 1888, 135 allotments, about two thirds of which were located in the allotment granted to Perry, were advertised for sale as the Centre Park estate, Rosstown. This subdivision sale included the land now occupied by the shops on Koornang Road either side of the intersection with Truganini Road.³ The sale was noted to include both shop and residence sites on the paddock known as Centre Park. Frontages were available to Koornang, Neerim and Glen Huntly roads as well as two crescent shaped private streets (Truganini Road and Railway Road) which were surveyed by Messrs Muntz and Baga. At this time, it was noted that the property was 'studded with beautiful native trees.'⁴



Excerpt from sale notice Centre Park Rosstown & Glen Huntly.
The location of the subject shops (lots 112, 113 and 144 plus most of lot 84)
(Source: SLV)

By 1915, almost 30 years after the Centre Park subdivision, the area was sparsely populated with houses, most of which were located at the northern end of the Estate (north of Centre Road, Carnegie). At this time, there was no development on Koornang Road close to the intersection with Truganini Road, though several residences had been erected further to the north.⁵

In 1923, it was reported that the Tramways Board was considering the extension of the Glen Huntly Road tram along Truganini Road to the intersection with Koornang Road.⁶ The extension of the Glen Huntly tramway along Truganini Road had been considered as early as 1915, though it was noted at that time that the district was 'in the stages of settlement' and 'was not inadequately served with lines not more than a mile apart'.⁷

The extension of the tramway was eventually approved by the State Executive Council in December 1924.⁸ Nine months prior to this however, land close to the intersection of Koornang and Truganini roads was advertised for sale as the 'New Glenhuntly

³ Centre Park Rosstown and Glen Huntly, circa 1888, SLV

⁴ *The Age*, 2 February 1888, p2

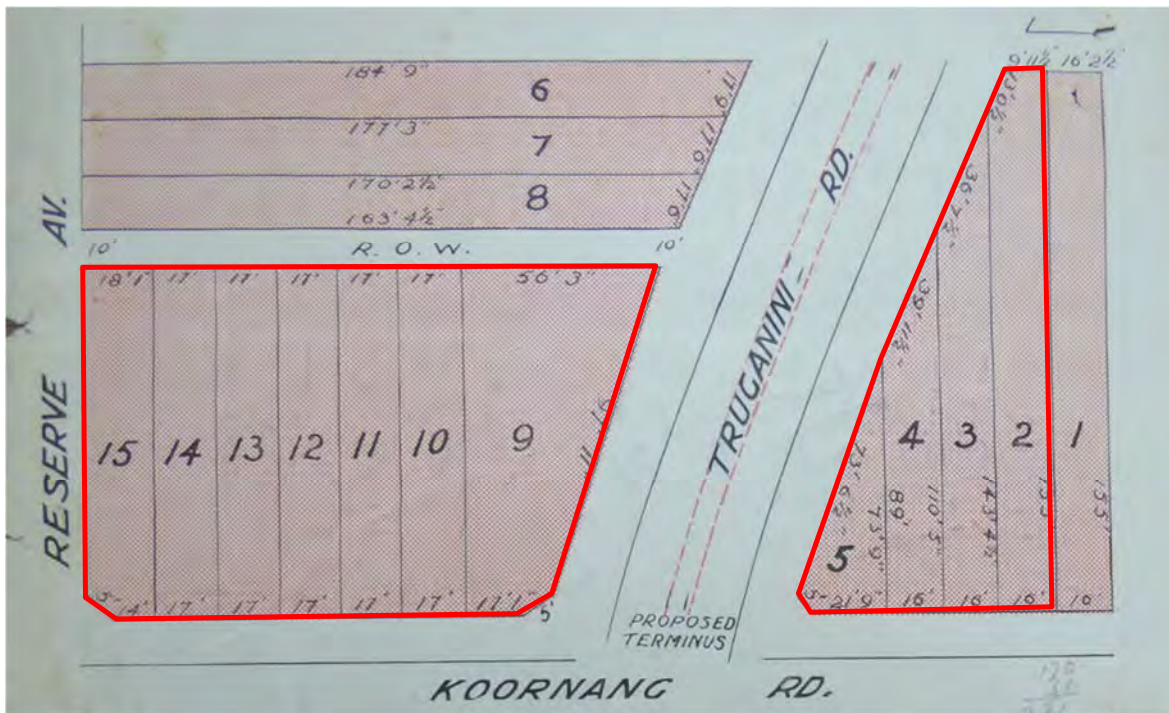
⁵ MMBW detail plan no. 2780, 1915, SLV

⁶ *Herald*, 14 December 1923, p7

⁷ *Oakleigh and Caulfield Time Mulgrave and Ferntree Gully Guardian*, 'The Trams', 25 September 1915, p1

⁸ *The Age*, 24 December 1924, p10

Tram Terminus Estate'. This estate consisted of 15 shop sites (including 3 corner lots) close to the proposed new terminus of the Glen Huntly road tram.⁹ The subject shops occupy eleven of these lots (nos 2-5 and 9-15).

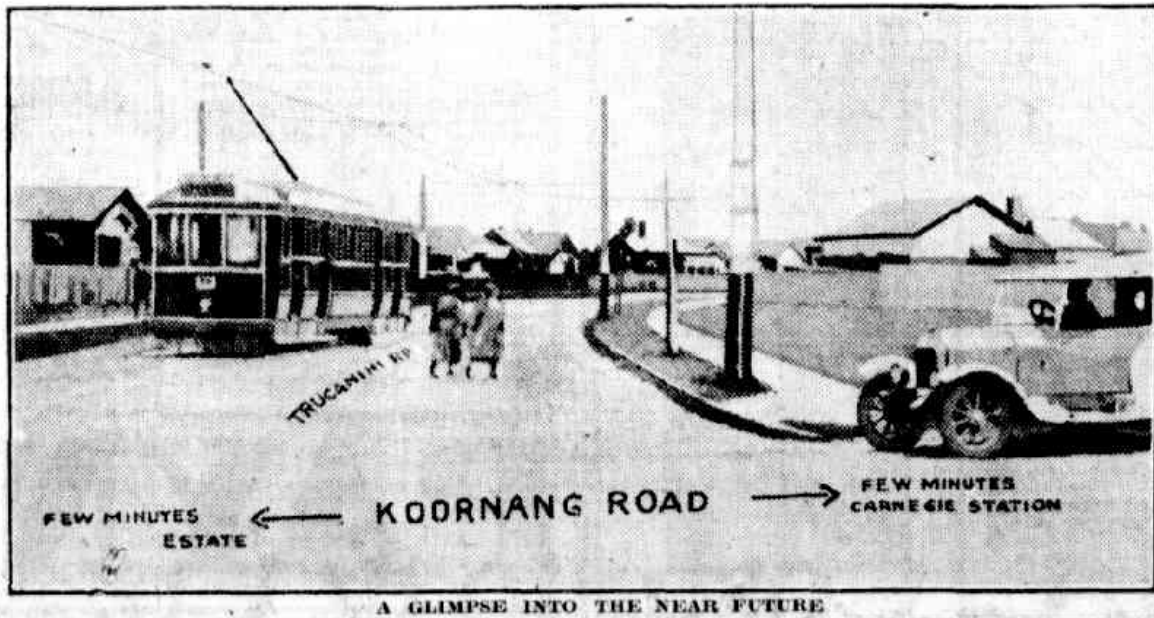


Excerpt from sale notice for lots on the corner of Koornang and Truganini roads (circa 1924)
 231-251 Koornang Road are indicated
 (Source: Glen Eira Historical Society)

Sale notices for the New Glenhuntly Tram Terminus Estate included artists' impressions showing trams that were superimposed onto photographs of the intersection. Advertisements claimed that the area 'must have its own shopping centre' and that 'there should be a thriving centre long before payments are due'.¹⁰

⁹ *Argus*, 22 March 1924, p4

¹⁰ *Argus*, 22 March 1924, p4

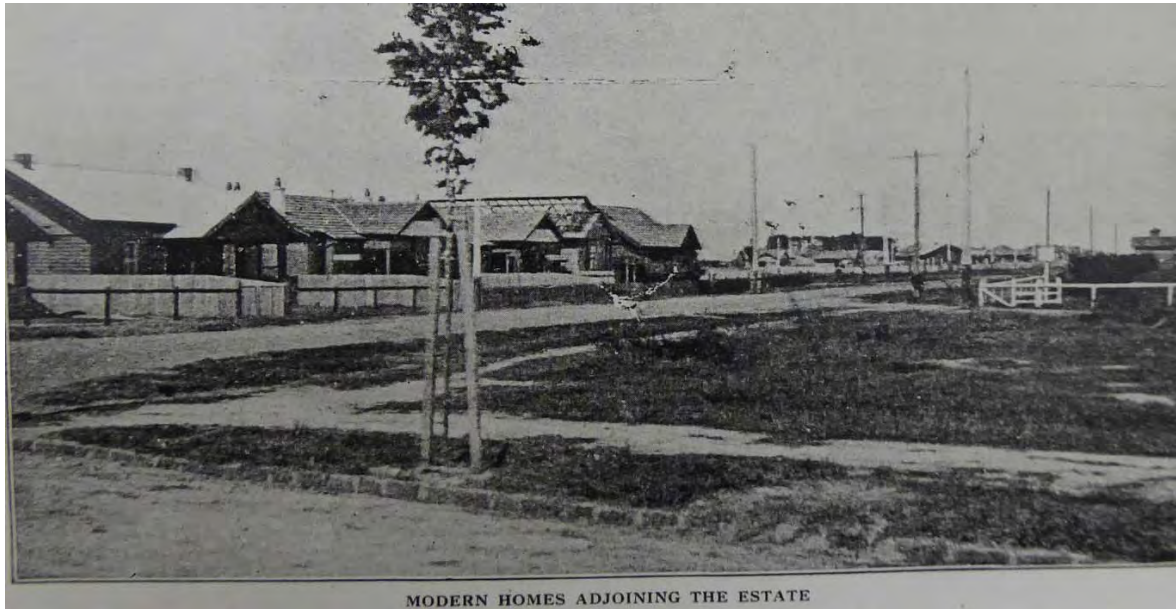


Excerpt from sale notice for the Fine View Estate Ormond showing the corner of Koornang Road and Truganini Road with artist impression of proposed tramway.
 (Source: *The Herald*, 22 October 1924, p5)



Excerpt from sale notice for the 'New Glenhuntly Tram Terminus Estate' showing the site of 239-251 Koornang Road with artists impression of proposed tramway (1924)
 (Source: Glen Eira Historical Society)

The images included in sale notices show that many of the nearby lots on Truganini Roads had been built on by this time as a had several opposite what is now 239-251 Koornang Road. These were modest Interwar period residences, many of which appear to have been constructed of timber.



Excerpt from sale notice for the 'New Glenhuntly Tram Terminus Estate' showing the site of 239-251 Koornang Road and homes to the opposite side of Koornang Road (1924)
(Source: Glen Eira Historical Society)

Two and a half years after the sale of the New Glenhuntly Tram Terminus Estate, in 1926, it was reported that progress was being made on the extension of the tramway from the existing terminus (at the corner of Glen Huntly and Grange roads) to the corner of Truganini and Koornang roads. At this time, it was noted that there would likely be a delay in finishing the project as the Caulfield Council was required to pave the remainder of the road.¹¹

Construction of shops on the Tram Terminus Estate did not commence until circa 1928, a few years after the sites were advertised for sale. In the 1928 directory, three shops were listed as 'being built' north of Truganini Road. These shops would appear to be nos 233-237 which are included in the 1929 (unnumbered) and 1930 (numbered) directories and initially were occupied by a newsagent (Mrs Ruby Michell), a fruit shop (Tornello M & Co) and a café (Mrs E Baxter).¹² These shops along with no. 231 were advertised for sale ten years later in 1939 and were described as three modern two storey brick shops and dwellings as well as one lock-up shop.¹³ These shops were owned by Charles Fenwick Crosby who died the previous year and was president of the YMCA and Prince Henry's Hospital. He was noted as 'one of the leaders in the philanthropic, religious and welfare work of Melbourne'.¹⁴

The sites of nos 241-251 were registered in the name of Iva May Ellis of Princess Street, Kew in September 1929. The site was subdivided in October 1930 and included easements for party walls, suggesting that the shops had been erected by this time.¹⁵ The following year, four of the shops were occupied and consisted of a fruit shop (W A Davis), a dry produce shop (Mrs M E Hall), a hairdresser (A J McHutchinson) and a chemist (F T H Jordan).¹⁶ The six shops (with residences) were advertised for sale three years later in April 1934 (mortgagees' sale). In the sale advertisement, they were noted to be of attractive design with 'modern plate glass fronts and cantilever shop verandah with a residence to each property of 4 rooms, bathroom, laundry and conveniences'.¹⁷

¹¹ *Prahran Telegraph*, 19 November 1926, p5

¹² Sands & McDougall's Directory of Victoria, 1927-1930

¹³ *The Argus*, 14 June 1939, p19

¹⁴ *The Age*, 17 June 1939, p4, *The Courier-Mail*, 2 November 1938, p3

¹⁵ Certificate of Title, Vol. 5614, Fol. 666. Vol 5697, Fol. 281

¹⁶ Sands & McDougall's Directory of Victoria, 1931

¹⁷ *The Age*, 4 April 1934, p2

An aerial photograph from 1931 (refer to image below) shows that the land opposite the east end of Truganini and Centre roads remained undeveloped at the time. Vacant blocks were also located on the west side of Koornang Road, north of the subject shops.



1931 Aerial, Maldon Prison Project, no.1931, run 26, frame 2474
The two groups of shops (231-237 and 241-251) are indicated
(Source: Landata)

The shop at no. 239 was the last to be erected and had been constructed by 1938. At this time, the shop was occupied by a grocer (A R Stokes).¹⁸

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – vol. 1 (Historical Background):

- Suburban Expansion and Consolidation (1920s-1930s)

Known comparable places in the City of Glen Eira

The subject precinct is one of a few similar commercial precincts in the municipality. Other examples include:

- HO66 Caulfield South Shopping Centre – mainly Interwar development
- HO72 Elsternwick Historic Area - which was primarily developed during the Victorian and Federation periods but has an Interwar component.
- HO75 Ormond Precinct Environs – section of precinct west of McKinnon Railway Station on McKinnon Road is predominantly Interwar period commercial development.
- Proposed Bentleigh Retail Precinct – Mainly Interwar development with some contribution from the Post WWII period.
- Proposed Carnegie Retail Precinct – Mainly Late Federation and Interwar development with some contribution from the Post WWII period.

¹⁸ Sands & McDougall's Directory of Victoria, 1927-1930

Condition
Good

Integrity
Largely intact.

Previous Assessment
Not Applicable

Heritage Overlay Schedule Controls

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the parcels of land associated with 231 to 251 Koornang Road, Carnegie (west side of road only).



Recommended extent of Heritage Overlay
(Source: Neamaps, 7 October 2018)

CARNEGIE RETAIL PRECINCT

Address	Carnegie, inclusive of the following sites: <ul style="list-style-type: none"> • Koornang Road: nos 22 to 166 (east side) and nos 41 to 145, the latter also including 288 Neerim Road (west side) • Morton Avenue: no. 1-1B (south side), 18 (north side) • Rosstown Road: no. 73 (north side) and no. 66 (south side) • Woorayl Street: nos 2A-8 (north side).
Significance	Local
Construction Dates	Circa 1905 to mid-1950s
Period	Federation, Interwar, and Post WWII
Date Inspected	Mid to late 2018



Statement of Significance

What is Significant?

The following features contribute to the significance of the Carnegie Retail Precinct:

- Intact buildings, both single and two storey, dating to the Late Federation, Interwar and Post WWII periods.
- Intact parapets to single storey buildings.
- Intact first floors and parapets to two storey buildings.
- Original detailing including brickwork and/or render (smooth and/or roughcast); timber (especially box-framed) or steel-framed windows; tile clad, visible/expressed roofs.

- Intact shopfronts to the Late Federation, Interwar and Post WWII periods with recessed entries (often with pressed metal ceiling), metal framing (such as bronze or chrome finish), original glass to highlights (e.g. decorative, textured, ribbed), tiling to entry floor and/or stallboards, and timber-framed doors.
- Original pressed metal soffits to cantilevered canopies.

Contributory places:

- East Side - Koornang Road: nos 22A-28, 32-38, 42, 46-48, 50, 52, 54, 56, 56A, 60, 62-66, 68, 74, 76-78, 80-80A, 88-90, 92-94, 96, 98-100, 102, 104, 106-108, 110-112, 118, 120, 122, 124, 126, 128, 130-142, 144, 146-148, 150-152, 154, 156, 158-160, 162-166; 2A-8 Woorayl St; 1+1B Morton Ave
- West Side - Koornang Road: nos 41-49, 51, 63, 65-67, 69-71, 73-75, 75A, 77-79, 83, 85, 89, 91, 93-99, 99A-101A, 113-115, 117, 121-123, 127, 129-131, 133, 135, 139-145 + 288 Neerim; 66+73 Rosstown Road

Non-Contributory places:

- East Side - Koornang Road: nos 30, 40, 44, 82-84, 86; 18 Morton Ave
- West Side - Koornang Road: nos 53, 57-59, 61, 81, 103-105, 107-109, 119, 125, 135A, 137

How is it Significant?

The Carnegie Retail Precinct is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Carnegie Retail Precinct is historically significant for the development that occurred primarily during the late Federation and Interwar periods as this section of Koornang Road, and the adjacent streets were rapidly transformed into a 'progressive' retail precinct. This change demonstrates the demand for well-served, local shopping areas in the daily life of suburban communities during the early 20th century. Initially the precinct included a combination of residential and commercial development, but by the 1920s the earlier houses and some shops were being replaced with more substantial, two storey commercial buildings, many of which survive, as the land became more valuable for that purpose. The ongoing development and renewal in the precinct that continued during the 1930s (late Interwar period) and the Post WWII period reflects that experienced generally across the suburb. (Criterion A)

The Carnegie Retail Precinct is aesthetically significant for the many largely intact (more so the east side), contributory commercial buildings dating from the late Federation period through the Interwar period and, to a lesser extent, from the Post WWII period. There is mix of individual premises and larger buildings with multiple premises. The late Federation (1910s) and early Interwar period (1920s) buildings typically display an Arts and Crafts aesthetic in the combination of brick (red and clinker) and render (smooth and/or roughcast), though often overpainted, as well as timber-framed windows. The late Interwar period (1930s) buildings are usually indicative of the Moderne style in smooth render with a horizontal emphasis, including to the steel-framed windows. Some buildings originally included recessed balconies (e.g. no. 128) but these have often been subsequently enclosed. Post WWII buildings are more austere, reflecting the influence of Modernism. A few original/early shopfronts survive (notably the 2A-8 Woorayl Street and 66 Rosstown Road) as well as pressed metal soffits to the canopies, which enhances the significance of the precinct. Whilst many of the buildings are good examples, several are notable such as nos 60, 75A, 80-80A, 106-108, 121-123, 139-145, 154, 156, and 158-160 Koornang Road. (Criterion E)

Description

The Carnegie Retail Precinct extends along both sides of Koornang Road to different extents on each side, and also includes short sections along some of the adjoining side streets (Morton Avenue, Neerim Road, Rosstown Road and Woorayl Street).

The precinct is more extensive on the east side than the west. On the east side it includes a section north of the railway line (opposite the Rosstown Hotel), that is commencing at no. 22, and extends south of Neerim Road as far as no. 166. On the west side, the precinct commences south of the railway line (at no. 41) and extends to Neerim Road (including a rear premise in Neerim Road).

The earliest buildings in the precinct date to the late Federation period, though most date to the Interwar period. There is also a contribution from the Post WWII period, including shopfronts to earlier buildings.

The buildings are mostly two storey, though there are several single storey examples. Brick is the predominant wall material and the roofs are mostly clad in sheet metal (presumably corrugated) with only a few clad in tiles (terracotta or concrete). The roofs are generally concealed by a parapet though the tile clad buildings are usually expressed (nos 154, 158-160 Koornang Road) with only that to no. 75A (former State Savings Bank) being obscured.

The buildings are a mixture of single and multiple premises, generally two/paired but as many as seven.

Stylistically, the influence of the Arts and Crafts style from the late 1910s through the 1920s predominates, though there are several examples of the Art Deco and/or the Moderne styles from the early to mid-1930s. The Post-war examples tend to be less elaborate as there was a limiting of decoration at this time under the influence of Modernist aesthetic.

Pressed metal survives to the soffits of several cantilevered awnings:

- East Side – Koornang Road: nos 24-28, 32-36, 52, 112, 120, 156, 160; 2A-8 Woorayl Street
- West Side – Koornang Road: nos 41-49, 51, 53, 57-59, 113-115

There are a few largely intact shopfronts dating to the Interwar and Postwar periods, noted below. They usually retain a recessed entry, stallboard (some with tiling, often over painted and others are rendered) and framing with highlights (often over painted). In some instances, the badge of the manufacturer survives (e.g. T S Gill, N & N). A few other shopfronts are partially intact, usually retain the general format.



T S Gill badge at 48 Koornang Road



N & N shopfitters mark in Woorayl Street

Federation (Circa 1905-1919) and Early Interwar (1920s)

The Arts and Crafts style, and/or influence thereof, is evident in many buildings, though often the original finishes – red brick and render (smooth or in combination with roughcast) has been painted over. During the Federation period, there was a preference for curved parapets (an element of the Edwardian Baroque disseminating into the commercial suburban buildings) whereas parapets tend to be flat, although often stepped during the early Interwar. During both periods, there tended to be piers defining the edge of the building/shop at least to the parapet. During the 1920s, some contrasting use of clinker brick (for example to lintels, sills and projecting elements) was common as was the use of projecting, box-framed windows, often with multi-paned upper sashes.



Koornang Rd – no. 48 (left) to no. 56 (right)



Koornang Rd – no. 80 (left)- 80A (right)

Among the most distinctive individual buildings and the multiple premises on the east side of Koornang Road dating to the 1910s-1920s are the following:

- Nos 46-48: Brick and render two storey pair with chamfered corner panel, now painted. Shopfront to no. 46 is largely intact manufactured by T S Gill which has been over painted, including the tiles. The shopfront, whose manufacturer's badge is painted over, to no. 48 is partly intact.
- No. 60: one of the earliest buildings in the precinct, red brick and render with semi-circular arched window openings (boarded).
- Nos 62-66: Modest single storey group with raked pediments with original brick edge to two of the three buildings. The angled Post WWII shopfront of no. 62 is largely intact.
- Nos 76-78: Single storey pair with distinctive, curved inset to parapet
- Nos 80-80A: Distinctive and intact pair, two storey in red brick (including stepped parapet and panelled pilasters) and render (entablature).
- Nos 88-90: Largely intact pair of brick and render, now painted. Has curved parapet with pendant detail to pier elements.
- Nos 92-94: single storey, with panelled parapets.
- Nos 110-112: An unusual and intact pair with red brick and original rendered finish to pilasters and parapet. Each half had different openings and that to no. 110 may have initially been to a recessed balcony. It has probably been narrowed slightly to accommodate the current window. No. 112 is intact with paired, box-framed windows.
- No 128: Has a distinctive parapet with a stepped format and it retains its original recessed balcony.
- Nos 130-142: An asymmetric group of seven with a combination of curved parapets with a garland motif and flat parapets with elongated dentils and a panel. Only no. 130 is unpainted and has red brick with clinker brick band at the sill level and render to the curved parapet. No. 130 also retains an original tripartite box-framed window and hood, however the others had smaller windows which have been partly altered, as has their hood.
- No. 144: The first floor is intact with red brickwork and rendered parapet. In addition, it retains a largely intact, angled Post WWII shopfront.
- No 146-148: Rendered with clinker brick panel, a diverse pair in terms of the openings as that to no. 146 had a recessed balcony (now infilled).
- No 150-152: curved parapet, brick and render, now painted.
- No. 154: Distinguished by *Art Nouveau* style decoration to apex of pilasters, box-framed windows (originally clad in timber shingles).
- No. 156: Nicholas House (1925). Free Classical style, red brick with rendered parapet with cornice, broken bed pediment, and lintels of arched windows, including central semi-circular window.

- Nos 158-160: (Late 1920s) Georgian Revival style, red brick with soldier coursed lintels, multi-paned timber sash windows, expressed roof clad in concrete tiles with soffit.



Koornang Rd – nos 132 (left) -142 (right)



Koornang Rd – nos 156 (left) and nos 158-160 (right)

The few buildings to Rosstown Road (nos 66 + 73) and Morton Avenue (no.1 + 1B) date to this phase. The shopfront to 66 Rosstown Road is intact and retains decorative glass to the highlights. The single storey building at 1 Morton Avenue also has an intact shopfront including original square brown tiles to the stallboards and stepped recessed entry. 1B Morton Avenue was originally a garage or the like and has been sympathetically converted to a café.



66 Rosstown Road, shopfront



1 Morton Avenue, shopfront

Among the most distinctive buildings on the west side of Koornang Road dating to the 1910s-1920s are the following:

- Nos 65-67: Mirrored pair with red brick (partly over painted) and roughcast render, boxed-framed windows, stepped parapet.
- Nos 69-71: Pair with red brick (over painted) and render, stepped parapet, and windows with multi-paned upper sash (no. 69).
- Nos 77-79: Mirrored pair with stepped parapet, brick and render, over painted, diamond motifs.
- Nos 121-123: overpainted brick and render (parapet and band at level of lintels), curved parapet with scalloped element. Original timber-framed windows to no. 121, metal to no. 123.
- Nos 129-131: single storey, probably with altered parapet. No. 131 has a largely intact Post WWII shopfront with chrome finish framing, recessed entry and louvres to the highlight.

- Nos 139-145 with 288 Neerim Road: Phillips Corner, distinctive stepped parapet with wide dentils/brackets and drop motifs (with egg and dart moulding) and chamfered corner. Red brick (partly painted) and rendered, paired windows with multi-paned upper sash, and decorative brick panels below windows. Remarkably intact shopfront to no. 145, mostly intact to no. 143. Brown glazed tiles, highlight windows overpainted, paired entry doors with triangular motif. Side entry to Neerim Road with timber door and decorative glass to surrounding windows is also intact.



Koornang Rd – no. 145 (left) and no. 139 (right)



Koornang Rd – no. 123 (left) and no. 121 (right)

Late Interwar (1930s to early 1940s)

The (Streamlined) Moderne style, late 1930s, is well-represented in the precinct. These buildings have a distinct horizontal emphasis, with the examples in the precinct generally being rendered and having steel-framed windows.

Examples of the Moderne style in Koornang Road include:

- Nos 22A-28, 32-38, 41-49, 99A-101A: Four groups of the same design, all with wide, fluted pilasters with distinctive stepped capital-like elements, defining each bay, horizontal ('speed') lines (parapet and a recessed band above the window). Most retain two horizontal rails to the upper wall, presumably for signage and their original steel-framed windows. A largely intact Post WWII shopfront survives to no. 101A with chrome framing and granolithic floor to recessed entry. A similar shopfront survives at no. 47 and partly at no. 45.
- No. 42 + 2A-8 Woorayl Street (circa 1940): Part single, part two storey, with corner accent with fin and vertical windows, wide horizontal windows (original frames replaced); single storey section with speed lines to parapet. Remarkably intact group of shop fronts to the single storey section with pressed metal to canopy soffits (sections in poor condition) and recessed entry. Most retain their original wall (black and cream mottled) and entry floor tiles (cream and inset maroon diamond). The metal shopfronts with Jazz Moderne corner motifs to the highlights in white glass with some black glass panes (mostly overpainted however), were manufactured by N & N shopfitters.
- No. 83 (circa 1940): a modest, single storey building which retains R White P/L signage to the parapet.
- No. 85: late 1930s. Former C J & Coles, Basilica form, red brick walls with some ground floor windows and side clerestory.



Koornang Rd – no. 32 (left) and no. 38 (right)



4 Woorayl St

In addition, there are other distinctive buildings from this period:

- No. 75A: 1939, Former State Savings Bank (now Phillips Institute) in (Academic) Classical style. It has basalt plinth and pedestals to fluted, giant Order pilasters with Ionic capitals. The pilasters and entablature are rendered. Walls of amber bricks and a combination of steel-framed and timber-framed windows. Single storey addition to northern side.
- Nos 113-115: late 1930s (by 1937), a mirrored pair with stepped, curved parapet including tourelle-like elements, render with clinker brick trim, box-framed windows survive to no 113. Canopies retain pressed metal soffits and a 1950s shopfront survives to no. 113 with slate cladding, angled entry and chrome trim. Shopfront to no. 113 partly intact with tiles over painted.



Koornang Rd – no. 75A



Koornang Rd – no. 115 (left) and no. 113 (right)

Post WWII (circa 1945-60)

The main buildings from the Post WWII period are:

- Nos 93-99: modest single storey group with parapet clad in profiled metal sheeting in manner typical of the period.
- No. 104: austere with blank parapet clad in profiled metal sheeting in manner typical of the period.
- Nos 106-108: Single building with a wide frontage, face brick (over painted) with rendered edge and distinctive, central ventilating screen with canted frame.
- Nos 162-166: Single storey group with intact shopfront, aluminium-framed, central entry with louvres above, grey and white tiles to wall.



Koornang Rd – nos 106-108



Koornang Rd – nos 162-166

Replacement buildings in the precinct include the following:

- Late 20th century: nos 53, 57-59, 61, 82-84, two adjoining banks at nos 103-105 + 107-109.
- Early 21st century: apartments above commercial, 3 storey at no. 81, and 4 storey at no. 40. Also no. 137, two storey shop.

History

The first sale of Crown allotments in the Caulfield area were held in 1854, commencing with land to the west close to Kooyong and Balaclava roads. Land to the east and south was sold progressively in larger allotments and most likely included the subject precinct. The last section of land to be released was the central portion between Bambra and Glen Huntly roads in 1864.¹

The subject precinct was originally part of three larger crown allotments.² The western side of the subject precinct (defined on the Parish Plan as 'Caulfield') formed part of two large allotments - 106 (north) and 107 (south) – both owned by W. Smith. The eastern side (defined on the Parish Plan as 'East of Elsternwick') also formed part of two large allotments - lot 106 to the north, consisted of nearly 15 acres and was owned by C. Webb, and allotment A of 8 to the south, consisted of 100 acres and was owned by Thomas B. Payne.

Minimal development occurred in the precinct area through much of the latter part of the 19th century. The west side of the Koornang Road was included within the *Rosstown Project* area, which was a suburban development project proposed in 1875 by entrepreneur and property developer, William Murray Ross. The project included a sugar beet mill with a railway line to serve it (to the south), and a residential estate named '**Rosstown**.' Land in the vicinity of the subject precinct was initially divided into 3 acre lots.³

In 1879, the railway from South Yarra to Oakleigh opened, providing impetus for development. At this time, the station was named Rosstown.⁴ By 1880, two allotments had been sold between Rosstown Road – one at the corner of Neerim Road (later Phillips' Corner) and another south of Rosstown Road, though it seems that no development had occurred on them. To the north however (outside the precinct), the Rosstown Hotel had been established on the corner of Dandenong Road.⁵



Plan of Rosstown Estate, Caulfield, 1880
(Source: SLV)

During the 1880s Ross became seriously in debt with limited funds available to commence construction of the railway. Despite his ambitious plans, the mill (located to the south near Miller Street) never commenced production and the railway quickly fell into a state of disrepair.⁶

¹ Peter R Murray and John C Wells, *From sand, swamp and heath – A History of Caulfield*, Melbourne 1980, p2

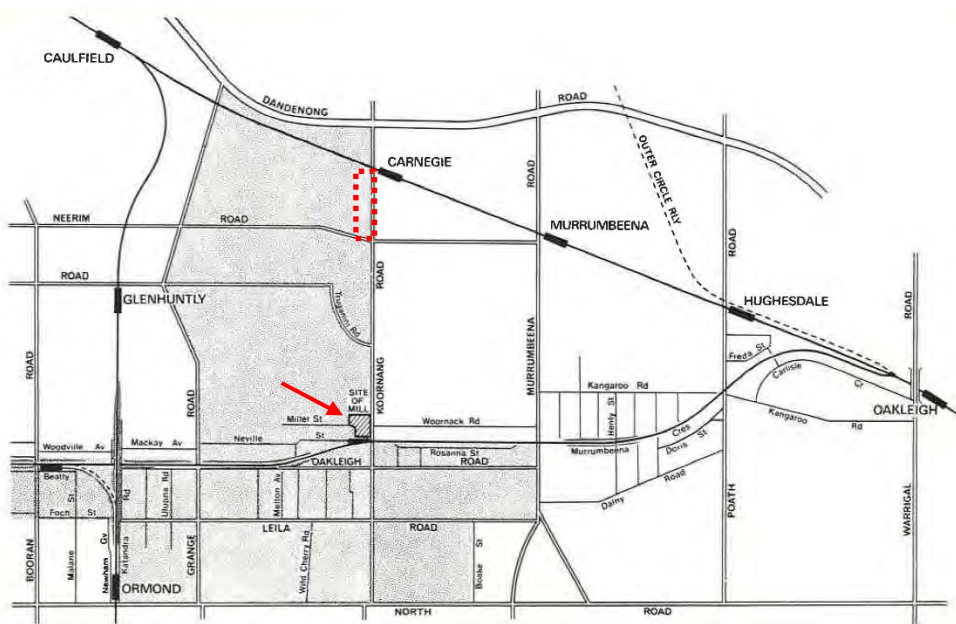
² Prahran Parish Plan – Sheet P81 (10)

³ D F Jowett, I G Weickhart, *Return to Rosstown*, Melbourne 1978, p23

⁴ *The Age*, 8 February 1879, p2

⁵ Plan of Rosstown Estate, Caulfield [SLV].

⁶ D F Jowett, I G Weickhart, *Return to Rosstown*, p58



Plan of the Rosstown Railway as completed in 1891. The shaded area indicates the original Rosstown estate. The west side of the precinct, between the Dandenong Railway and Neerim Road, formed part of the estate and is highlighted. The arrow indicates the site of the sugar mill.
(Source: D F Jowett, I G Weickhart, *Return to Rosstown*, p97)

By the end of the 19th century, some limited subdivision was also underway on the east side of Koornang Road. By 1889, the southern half (from about Jersey Parade, originally Carrington Parade) had been included in a subdivision which also comprised the four streets immediately to the east (Shepparson Avenue, Belsize Avenue, Rosstown Avenue [now Elliot Avenue] and Railway Avenue [now Tranmere Avenue]).⁷ In 1897, this part of the east side of Koornang Road (extending to Shepparson Avenue) remained in single ownership however most of the residential areas to the east had been excised.⁸

Probably the earliest site to be developed in the precinct was the north-west corner of Neerim Road where a timber building known as Phillips General Store (145 Koornang Road, refer c.1914 image below) was constructed at the end of 19th century (circa 1898).⁹ It was a well-known landmark for local residents, providing the main source of domestic supplies in the district. The **store was operated by Mr. "Tommy" Phillips senior and his family** until Mr Phillips death in 1915, at which stage the family shifted to 8 Buckley Street.¹⁰

A clear image of the original timber building, dating to 1914, survives showing that it had extensive signage and an attached house. A side view of the building, taken from the north in circa 1917, also shows another single storey shop (A Williams, General Drapers) on the opposite corner (no. 147, outside the precinct) and the type of house in the background, which likely existed within the precinct at this time.

⁷ Certificate of Title, Vol. 2160/Folio 977. Alfred Gillman Hall, accountant of Glenferrie, was the owner at this time, consisting of about 20 acres. Only a small portion at the corner of Neerim Road had been excised.

⁸ Certificate of Title, Vol. 2656/Folio 055. The Federal bank owned this land, then about 11 acres

⁹ *Sands and McDougall's Directory*. In the 1898 edition, Phillips is noted on the south side but on the north side from 1899.

¹⁰ *The First Hundred Years. No. 2897 Carnegie Primary School, 1888-1988*, Melbourne 1988, pp 33-34. *Sands and McDougall's Directory*, Phillips are however listed in Neerim Road until 1918.



1914. Phillips Corner at north-west corner Koornang & Neerim roads.
 'Tommy' Phillips senior and Granddaughter Bess depicted.
 The family lived next to the store
 (Source: *The First Hundred Years, 1888-1988*, p33)



Circa 1917. Intersection of Koornang Road (west side) and Neerim Road looking south. A side view of the original single storey timber shop Phillips General Store (highlighted).
 (Source: Glen Eira Historical Society)

In 1900, the east and west sides of Koornang Road between Dandenong Road and Neerim Road however were largely undeveloped, with the exception of three residents that included a stationmaster, James Jasper.¹¹ There was little change in this circumstance during the rest of the first decade of the 20th century.¹² In 1908 though, the southern portion of the subject precinct on the east side, bordered by Koornang Road, Neerim Road and Shepparson Avenue, had been subdivided into residential allotments.¹³ By 1910, three houses had been built between Jersey (then Carrington) Parade and Neerim Road.¹⁴

Commercial development along Koornang Road occurred gradually during the second decade and was initially focused towards the northern end of the road near the railway station and at the southern end close to Neerim Road. Between 1910 and 1912, two newsagents and two house agents,¹⁵ and a cycle builder¹⁶ had been established between Dandenong and Rosstown roads.

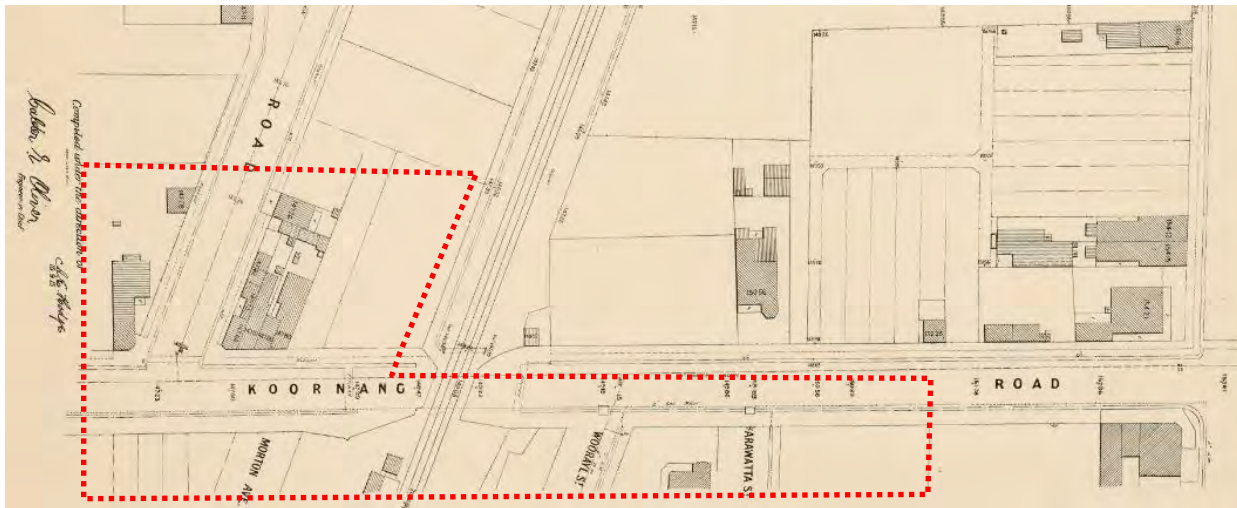


1913 subdivision plan of nos 46-68 Koornang Road (highlighted)
 Part of Crown Portion 106 between Morton Avenue and Jersey Parade
 (Source: Certificate of Title, Vol. 3742/Folio 246)

11 *Sands and McDougall's Directory*, 1900, pp203 (Caulfield), 398 (Murrumbeena).
 12 *Sands and McDougall's Directories*, various from 1904 to 1910
 13 Certificate of Title, Vol. 3314/Folio 709. William Harwood, gentleman of Malvern, was identified as the owner.
 14 *Sands and McDougall's Directories*, 1910, p486
 15 *Sands and McDougall's Directory*, 1910, pp218 (Caulfield), 486 (Murrumbeena).
 16 *Sands and McDougall's Directory*, 1912, p206

In 1913, part of Crown Portion 106 to the north of Jersey Parade was also further subdivided, forming a series of narrow shop allotments between Koornang Road and Shepparson Road, as well as larger residential allotments further to the east.¹⁷ This subdivision may represent the first commercial subdivision in the precinct area and the allotments mostly remain intact. At this time, the name of the station was changed to Carnegie at the request of the local residents,¹⁸ as Rosstown had become synonymous with failure.¹⁹

By 1915, the main Koornang Road area had developed considerably with nearly 40 listings between Dandenong and Neerim roads.²⁰ On the western side of Koornang Road, there were 8 houses and 15 shops. The eastern side of Koornang Road comprised 8 shops and 7 houses as well as a substantial number of vacant lots of a generous size. Shops included a chemist, draper, bootmaker and butcher.²¹ This moment in time is captured in the following MMBW plans.



1915 MMBW detail plan. 2544 Municipality of Caulfield. (North is to the right of the image)
West side of Koornang Road between Rosstown Road and Dandenong Road, area within precinct is highlighted
(Source: SLV)



1915 MMBW detail plan. 2543 Municipality of Caulfield (North is to the right of the image)
West side of Koornang Road between Neerim Road and Rosstown Road, area within precinct is highlighted
(Source: SLV)

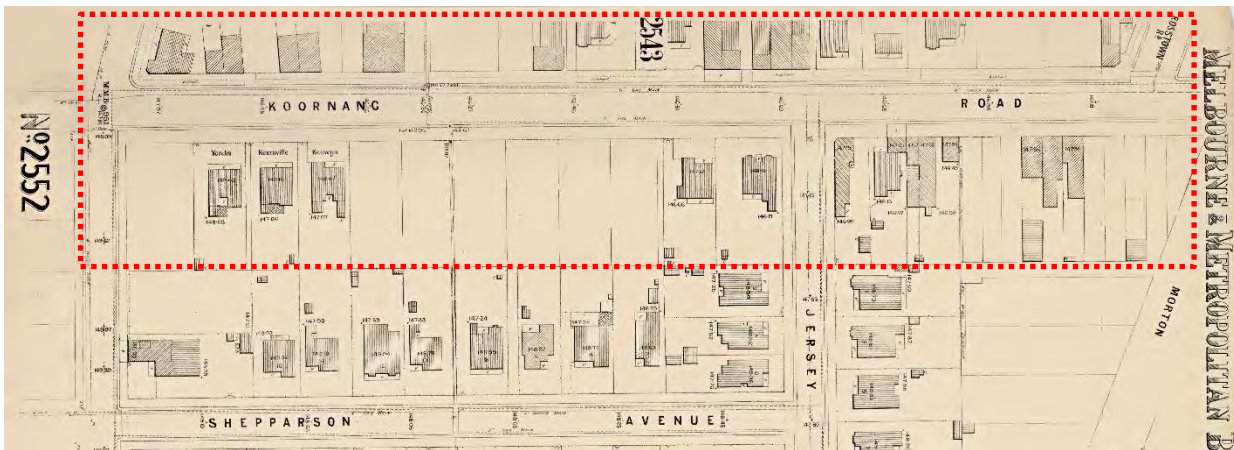
¹⁷ Certificate of Title, Vol. 3742/Folio 246. Thomas Wild Moule, secretary, of Melbourne was identified as the owner.

¹⁸ 'Rosstown to Carnegie', *Herald*, 2 September 1913, p9

¹⁹ D F Jowett, I G Weickhart, *Return to Rosstown*, p58

²⁰ *Sands and McDougall's Directory*, 1915 p221

²¹ *Sands and McDougall's Directory*, 1915 pp225, 460



1915 MMBW detail plan. 2552 Municipality of Caulfield (North is to the right of the image)
 West side of Koornang Road between Neerim Road and Rosstown Road, area within precinct is highlighted
 (Source: SLV)

By the end of WWI, the foundation of the commercial precinct had been established with shops generally of a modest scale with a few two storey examples, all with verandahs. Several single storey shops from this period remain, such as 129, 131 (Spragues) and 135 Koornang Road, in addition to the two storey building at 121-123 Koornang Road. At this stage, there were several houses in the precinct, mainly to the southern end of the east side of Koornang Road. Wide, basalt lined channelling was employed to the edge of the footpaths as evidenced in the following photographs.



1918, Koornang Road, end of WWI. Looking north from Neerim Road.
 No. 135 (T J Riley, left foreground) and nos 121-123 (two storey left mid-field) on the west side.
 Also depicted are the fences and gardens of some of the houses on the east side.
 (Source: Rohan Russell, Flickr)



Circa 1918, Koornang Road, looking south (from Railway).

No. 58 (Newsagent) and 60 Koornang Road to the left. The land between Morton Avenue and no. 58 was vacant at this stage.

Rosstown Road to the right with original single storey buildings to nos 51-57/59 (replaced) in foreground.

(Source: Glen Eira Historical Society)

Similarly, the northern end of Koornang Road comprised single storey shops with a few two storey examples. The late Federation period buildings at 58 and 60 Koornang Road (refer 1918 photograph above) are two of the earliest remaining buildings in the subject precinct. (Note: the area of land north of 58 Koornang Road was vacant at this stage). Opposite these, buildings had been constructed to both sides of the Rosstown Road: to the north were a group of four single storey buildings (nos 51-59, now replaced) and to the south were no. 61 (single storey, now replaced) and no. 63 (two storey, surviving).

The end of WWI signalled a new period of rapid development for the Carnegie area as Koornang Road was transformed into **'Carnegie's Busy Main Business Street.'**²² In April 1919, a **'Carnegie Land Sale' offering 'shops and villa sites' to the northern end of Koornang Road (between Dandenong Road and Egan Street)** was to be held at the Egan Estate. The estate was described as follows:

Fifteen splendid villa blocks will be offered, with frontages to Dandenong Road and Egan Street, of 31 and 55 feet, also two blocks in Neerim Road, having 66 feet frontages. The four valuable shop sites fronting Koornang Road and adjoining the R.S. will also be sold. All these blocks have fine depths. The estate is situated right in the most valuable centre of progressive Carnegie This is the last estate available for subdivision in this locality and offers a gilt-edged investment.²³

Further details about the infrastructure and amenity in the area was provided in the auction notice for the Egan Estate as such:

1 Min. Railway Station, Valuable Shops Sites; Choice Villa Sites; Water, E(lectric) Light, Gas; Made Roads; Asphalt Paths; Perfect Drainage; Sewered Area; Last Subdivision in the Hub of Busy Carnegie²⁴

By this time, some of what had been vacant land to the north of 60 Koornang Road, had been developed as the two storey brick buildings at 48-50 Koornang Road (both of which remain) had been constructed. Initially no. 50 was occupied by A E Allen & Co. estate agents.

²² *Herald*, 1 April 1919, p 12

²³ *Herald*, 27 March 1919, p 4

²⁴ Egan Estate Auction Notice, Glen Eira Historical Society



1919, Koornang Road, Carnegie Shopping Centre abutting Egan Estate
Looking north, 58 and 60 Koornang Rd to the right with nos 48 and 50 in background (all two storey)
(Source: Egan Estate Auction Notice, Glen Eira Historical Society)



1919, Koornang Road, Carnegie Shopping Centre abutting Egan Estate.
Looking north from the Rosstown Road intersection (foreground) and 59 Koornang Road adjacent.
A large Federation period house on the north side of Woorayl Street is visible to the right background.
(Source: Egan Estate Auction Notice, Glen Eira Historical Society)

At this time, in 1920 (or 1919), one of the most distinctive buildings in the precinct, 'Phillips Corner' at nos 139-145, was erected. This two storey building replaced an earlier, single storey timber building previously noted.²⁵ The building was designed by the noted architects Gawler & Drummond.²⁶ It is likely architects were responsible for other buildings in the precinct, though none have been specifically identified as yet. One tender notice for an unidentified site, likely in the precinct, was issued by E W Thomas in 1926 for two residential shops.²⁷



Early 1920s. East side of Koornang Road, looking south from Morton Avenue
Nos 48-50 in foreground with Rosstown Road to the right. Note the verandahs at this stage
(Source: Victorian Collections 1434a-04)

The 1920s was a pivotal period in the development of the Carnegie Retail Precinct with much of the surviving building stock dating from this period. The remaining vacant sites on the eastern side of Koornang Road, north of 60 Koornang Road were developed during the early 1920s. This included the construction of a series of two storey brick buildings at 54–58 Koornang

²⁵ *The First Hundred Years. No. 2897 Carnegie Primary School, 1888-1988*, Melbourne 1988, p34;

²⁶ Australian Architectural Index, record no. 39035, notes the drawings as 1920.

²⁷ *Argus*, 13 November 1926, p7

Road and a single storey brick building at 52 Koornang Road (all of which survive). Various sale notices identify 'choice shops sites' and the like being offered in Koornang Road, Carnegie, often referred to as a 'progressive suburb', and likely within the subject precinct.²⁸ A contemporary description highlights the phase of rapid development in the few years preceding 1925 when a past president of the Traders' Association

said that about six years ago there were only two shops in Koornang Road between the station and Neerim road, and today there was only that number of vacant allotments.²⁹

A 1931 aerial confirms the dramatic change that had occurred in this part of Carnegie during the Late Federation and early Interwar periods as the section between the railway line (to the north) and Neerim Road (to the south) had almost been completely developed for commercial purposes in a pattern which has endured subsequently.³⁰ The development had been more intensive on the east side with every (narrow) allotment built upon, involving the replacement of several earlier residences which would have stood at the most for about 20 years. Commercial development had also extended south of Neerim Road on that side. On the west side, there were a few remaining residences and vacant allotments between Rosstown and Neerim roads. Commercial development had also been undertaken along Rosstown Road, including nos 66 + 73, but extending further west, and in Morton Avenue. To the north of Rosstown Road and/or railway, there was limited commercial development (though more outside the boundaries of the precinct), a few houses and some vacant land (e.g. 22-42, 41-49 Koornang Road, and 2A-8 Woorayl Street).



Aerial photograph, dated 1931. North is to the right of the image.
(Source: Landata Maldon Prison, Proj. no. 1931, Run 26, Frame 2474)

During the 1930s, generally mid to late, the remaining residences were replaced and any vacant sites within the precinct were developed. The north end was the focus of development at this time including 42 Koornang and 2A-8 Woorayl Street. Unusually, four groups of the same Moderne style design were constructed between 1935 and 1938 at nos. 22A-28 and 32-38 (both with four premises on the east side) and nos 41-49 (five premises)³¹ and nos 99A-101/101A (three premises) on the western side (circa 1940).³² In addition, a few infill buildings on the west side were constructed between Rosstown and Neerim roads at 83 and 113-115 (c.1937), as well as prominent buildings at no. 75A (State Savings Bank, 1939) and no. 85 (Coles, 1936).³³ The two following images capture the precinct in 1938, towards the end of the Interwar period, showing a circumstance not much altered today. Many shops had cantilevered canopies by this time, though some original verandahs remained. A concrete kerbing had also been introduced, replacing the earlier basalt channel.

²⁸ Examples include *Argus*, 18 February 1922, p2 for 3 sites 'Right in the Hub of the Business Centre'; *Age*, 29 November 1922, p3 for 2 shop sites 'right in busy centre'.

²⁹ 'Early Days of Carnegie', *Herald*, 18 December 1925, p21

³⁰ Landata Aerials, Maldon Prison, Proj. no. 1931, Run 26, Frame 2474, dated 1931; *Sands and McDougall's Directory*, 1931, p211

³¹ *Argus*, 27 March 1935, p2 (advertisement); Auction Notice, '13 Pre-eminent Shopping Positions, etc - Carnegie, Hughesdale, Ormond'. [Glen Eira Historical Society] Included the land as four allotments that would become nos 41-49

³² Examples of this design were also built in the Bentleigh Retail Precinct.

³³ 'Fibrous Plasterers', *Labour Call*, 1 October 1936, p12

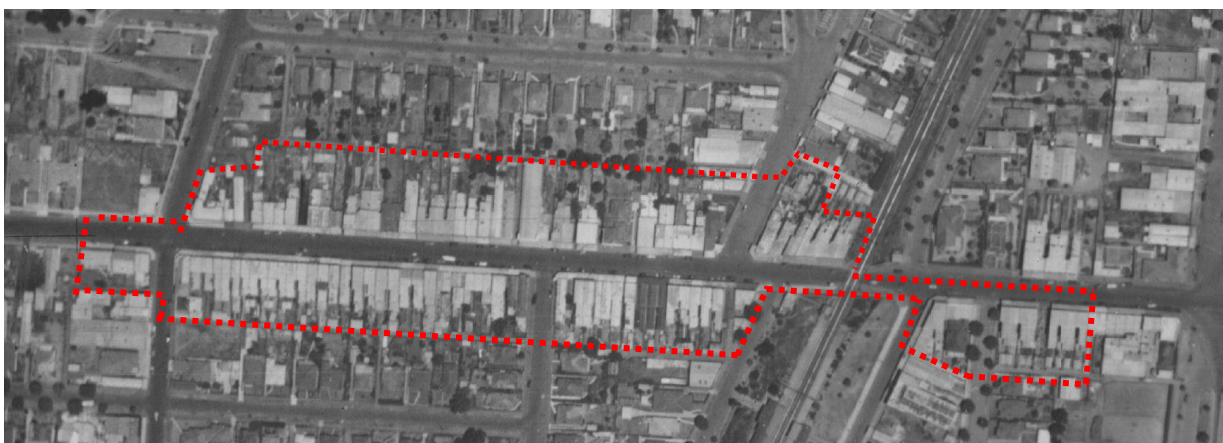


1938, West side of Koornang Road (north of Neerim Road)
 (Source: Auction Notice, Glen Huntly Park Estate, Glen Eira Historical Society)



1938, East side of Koornang Road (north of Neerim Road)
 (Source: Auction Notice, Glen Huntly Park Estate, Glen Eira Historical Society)

A 1945 aerial shows the complete commercial development along Koornang Road between the railway line and Neerim Road. To the north of the railway, one house may have partly remained at 40 Koornang Road behind a shop (corner of Arrawatta Street) within the precinct though two houses survived opposite (21+23 Koornang Road, outside the precinct).



1945 aerial
 (Sources: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 15, Frame 57773)

During the Post WWII period some limited renewal within the precinct occurred including various shopfronts which were updated. In addition, there was more development at either end of the shopping zone (though outside the extent of the precinct). The main

buildings dating to this phase of development were at nos 104-106 for Woolworths, possibly replacing two separate premises during the late 1950s.³⁴ The three intact, single storey shops at nos 162-166, evident in a 1963 aerial,³⁵ at least partly replaced an earlier single storey, rendered building.³⁶

Thematic Context and Comparative Analysis

City of Glen Eira Heritage Management Plan – vol. 1 (Historical Background):

- Post Federation Year (1900s-1910s)
- Suburban Expansion and Consolidation (1920s-1930s)
- Epilogue (1940s)

Known comparable places in the City of Glen Eira

The subject precinct is one of a few similar commercial precincts in the municipality. Other examples include:

- HO66 Caulfield South Shopping Centre – mainly Interwar period development.
- HO72 Elsternwick Historic Area - which was primarily developed during the Victorian and Federation periods but has an Interwar period component.
- HO75 Ormond Precinct Environs – section of precinct west of McKinnon Railway Station on McKinnon Road is predominantly Interwar period commercial development.
- Proposed Bentleigh Retail Precinct – mainly Interwar period development with some contribution from the Post WWII period.
- Proposed Glenhuntly Tram Terminus Estate shops – A small, consistent Interwar period group.

Condition

Good

Integrity

Largely intact.

Previous Assessment

Not applicable

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be the land including:

- Koornang Road: nos 22 to 166 (east side) and nos 41 to 145, the latter also including 288 Neerim Road (west side)
- Morton Avenue: no. 1-1B (south side), 18 (north side)
- Rosstown Road: no. 73 (north side) and no. 66 (south side)
- Woorayl Street: nos 2A-8 (north side).

³⁴ *Sands and McDougall's Directory*, 1960 p265

³⁵ 1963, Landata, Melbourne 1963 Project, Proj. No. 486, Run 18, Frame 153

³⁶ Glen Eira Historical Society hold an undated photograph of no. 162, as the adjoining section has seemingly been partly demolished.



Recommended extent of Heritage Overlay
(Source: Nearmap 2018)

CARNEGIE RAILWAY STATION RESERVE

Address	1-41 Woorayl Street and 11 Morton Avenue, Carnegie
Significance	Local (HO123)
Dates	Circa 1650 onwards (Rosie and other eucalypts) and 20 th century (palm tree)
Period	Pre and post-contact
Date Inspected	Mid to late 2018



The Canary Island Date Palm



The central group of River Red Gums



'Rosie', the larger specimen to the east



River Red Gums to the south

Statement of Significance

What is Significant?

The significant trees in the Carnegie Railway Station Reserve include the following:

- A 19 metre high, River Red Gum ('Rosie') near the intersection of Woorayl, Chestnut and Blackwood streets,
- A group of approximately seven River Red Gums (*Eucalyptus camaldulensis*) opposite 24-32 Woorayl Street,
- A smaller group of River Red Gums adjacent to 9 Morton Avenue,
- A Canary Island Date Palm (*Phoenix canariensis*) at the south-east corner of Koornang Road and Woorayl Street.

How is it Significant?

The Carnegie Railway Station Reserve is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Carnegie Railway Station Reserve is historically significant as a signifier of the earlier station now lost. For over a century, the Reserve has been an entry and departure point and was associated with the development of Carnegie since the opening of the railway in 1879 and particularly since the electrification of the line in 1922. The reserve is also historically significant for retaining some remnant indigenous vegetation, of which one key specimen dates to well before colonisation (pre-contact) and at least one specimen, from the early 20th century garden phase. (Criterion A)

The Carnegie Railway Station Reserve is aesthetically significant as a surviving suburban railway garden reserve, which notably includes a large remnant River Red Gum, 'Rosie', a number of likely remnant River Red Gums that date to the late 19th century or earlier, and a Canary Island Date Palm which dates from circa 1920s, and is indicative of the type of planting that was employed in railway reserves during the early 20th century (Criterion E).

Description

The reserve land consists most of Lot 1 of Crown Portion 106 and part Lot 1 of Crown Portion 105 in the Parish of Prahran.

The Carnegie Railway Station Reserve is a garden setting surrounding the Carnegie Railway Station which consists of a group of approximately seven River Red Gums opposite 24-32 Woorayl Street, a large River Red Gum specimen, 'Rosie' near the intersection of Woorayl, Chestnut and Blackwood streets, a group of Red River Gums to the south-east and a Canary Island Date Palm at the south-east corner of Koornang Road and Woorayl Street.

River Red Gums are a perennial tree that are widespread across Australia, especially along watercourses, and can grow to 30m.¹

The extant palm is probably a Canary Island Date Palm, a species of tree that was commonly planted in railway reserve gardens at this time (there are specimens at Mentone and Murrumbena, among others).² As the name suggests, the species is native to the Canary Islands (off the coast of Morocco) and commonly grows up to 20 metres with large feather-like leaves that range in length from 4 to 6 metres.³

History

Originally named Rosstown, the station was opened on the South Yarra to Oakleigh railway line in 1879.⁴ The station building was originally a modest timber framed structure which is evident in the c.1909 photograph reproduced below.

¹ CSIRO, 'Eucalyptus camaldulensis Dehnh.,' **Taxon Attribution Profiles**, <https://www.anbg.gov.au/cpbr/WfHC/Eucalyptus-camaldulensis/>

² RBA Architects, 'Canary Island Date Palms x 2', *Towong Shire Heritage Study, Volume 3 – Part II*, 2010, p177; 'Mentone Railway Station', *Victorian Heritage Database*

³ RBA Architects, 'Canary Island Date Palms x 2', *Towong Shire Heritage Study, Volume 3 – Part II*, 2010, p177

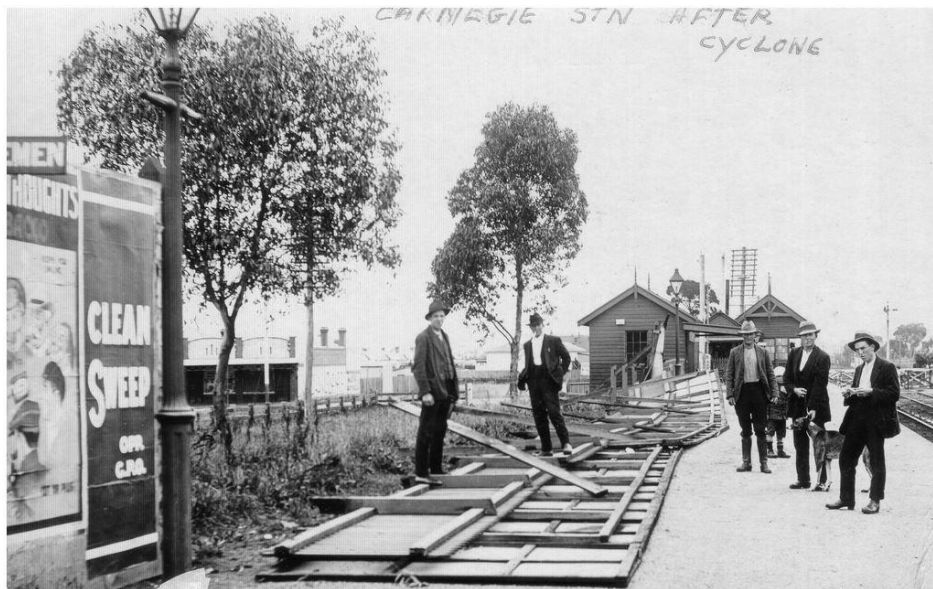
⁴ *The Age*, 8 February 1879, p2



The original station building, c.1909 (likely post 1913, after the station name change).
(Source: Glen Eira Historical Society, P0027.4)

As early as 1908, residents of the area had committed to change the name of the station so as to not conflict with the Rosstown Railway.⁵ In September 1913, the Railways Commission agreed to allow the name of the station to be changed to Carnegie, which was chosen as the new name by local residents.⁶

By 1918, there had been some eucalypts planted to the south, evident in the photograph below.



Carnegie Station looking west along the platform, 1918, with original station building and earlier eucalypt plantings. The photograph depicts the station after a tornado hit south-east Melbourne in 1918.⁷
(Source: Rohan Russell, Flickr)

⁵ *Brighton Southern Cross*, 25 July 1908, p6

⁶ *The Herald*, 2 September 1913, p9

⁷ *Riverine Grazier*, 'Tornado at Melbourne', 5 February 1918, p3

The original station building was demolished and replaced by a larger timber building (refer to early 21st century photo) to a design by the Way of Works Branch of the Victorian Railways in 1922 when the line was electrified.⁸

The extant group of River Red Gums (*Eucalyptus camaldulensis*) to the north of the railway line and the large specimen to the east are evident in an aerial from 1931.⁹ Some scattered trees of unknown species are also evident to the south of the station at this time in a 1931 aerial.¹⁰

In a report prepared by Glen Eira City Council the large specimen to the east was estimated to be 350 years old.¹¹ It is possible that the other River Red Gums in the reserve are also remnant as there were reports of this species in the area in the early days of settlement,¹² and they have been referred to as remnant in a recent Council masterplan and a Level Crossing Removal Project report.¹³ On a 1931 aerial, the trees seemed to at least be fairly established so that they may date to the late 19th century or earlier. On the 1945 aerial, they were clearly well-established.

By 1945, more trees, including the extant Canary Island Date Palm (*Phoenix canariensis*) and a group of Conifers, had been planted near the corner of Koornang and Woorayl streets, supplementing the existing gums (refer 1945 aerial photograph below).¹⁴ It was common in the early 20th century for garden reserves to be planted around suburban railway stations. Examples of other suburban railway station reserves include those at Footscray, Moreland (Upfield Line), Ripponlea (Sandringham Line), Mentone (Frankston Line) and nearby Murrumbeena (Dandenong line).¹⁵



The Station Reserve in 1945. The extant palm and river red gums are indicated.
(Source: Landata, Melbourne and Metropolitan Area Project, Proj. No. 5, Run 15, Frame 57773)

⁸ The Age, 15 April 1922, p19

⁹ 1931, Landata, Maldon Prison, Project no. 1931, Run 26, Frame 2474

¹⁰ 1931, Landata, Maldon Prison, Project no. 1931, Run 26, Frame 2474. Not reproduced due to low resolution.

¹¹ City of Glen Eira, 'Arboricultural Report – Rosie Red Gum, Rosstown Woodland, Carnegie', 28 September 2016, p2

¹² Peter R. Murray and John C. Wells, *From sand, swamp and heath: A History of Caulfield*, p79

¹³ City of Glen Eira, 'Woorayl Street Reserve Masterplan', p2; Level Crossing Removal Authority, 'Caulfield to Dandenong Level Crossing Removal Project – Tree Retention Summary Report', p10

¹⁴ 1945, Landata, Melbourne and Metropolitan Area Project, Project No. 5, Run 15, Frame 57773

¹⁵ RBA Architects, *Footscray Railway Station: Conservation Management Plan, 2013*, p35; 'Murrumbeena Railway Station', Victorian Heritage Database,

By 1963, the plantings had grown into an established garden to the north of the railway lines with more scattered planting to the south, as seen in the aerial photograph reproduced below.¹⁶



The Station Reserve in 1963 with the extant palm and river red gums indicated
(Source: Landata, Melbourne 1963 Project, Proj. No. 486, Run 18, Frame 153)

From an early stage the station had a set of crossing gates, timber clad signal box and subway underpass which are evident in the 1967 photograph reproduced below. The Canary Island Date Palm, well established by this time, is also visible to the right.



Koornang Road looking north, 1967. The extant palm is indicated.
(Source: PROV, VPRS 12800 P1, Item H3192)

¹⁶ 1963, Landata, Melbourne 1963 Project, Project no. 486, Run 18, Frame 153

When the citation for the Carnegie Railway Station was prepared as part of the 1996 Glen Eira Heritage Management Plan it was described as consisting of the 1922 timber station building and canopy, 19th century platforms, pedestrian subway and gardens made up of ‘... **mature eucalypts, conifers and a palm tree at the Koornang Road end ...**’ The 1922 station building, platforms and some of the garden setting are evident in the photograph reproduced below.



The station building and platforms looking east, early 21st century
(Source: 'Carnegie Railway Station', Victorian Heritage Database')

Thematic Context / Comparative Analysis

City of Glen Eira Heritage Management Plan – Volume 1 (Historical Background):

- Proclamation of Shires and Land Boom (1870s-1890s)
- The Post Federation Years (1900s-1910s)
- Suburban expansion and consolidation (1920s-1930s)

Known comparable places in the City of Glen Eira

The Carnegie Railway Station Reserve is the one of only a few railway station reserves in the municipality. Other examples include:

- HO132, Murrumbeena Railway Station. Has also been subject to extensive change due to the construction of the construction of an elevated section of rail as part of the Caulfield to Dandenong level crossing removal project.
- HO85, Caulfield Railway Station Phoenix Palms.

Another example of a significant railway station precinct in the municipality is:

- HO112, Glen Huntly Station.

Previous Assessment

Andrew Ward, *City of Glen Eira Heritage Management Plan, 1996*

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes
Outbuildings and/or Fences	No

Recommendations

Revised Statement of Significance

The existing statement of significance, which was prepared as part of the *City of Glen Eira Heritage Management Plan – Volume 1* (Andrew Ward), is as follows:

The Carnegie railway station with associated gardens is located on Koornang Road, Carnegie and was presumably opened with the line on the 8th of October, 1877, the present main building and remains of the downside building having been erected at the time of electrification in 1922 when James Fawcett was the chief architect of the Way and Works Department. It is historically and aesthetically significant.

It is historically significant (Criterion A) as a point of entry and departure for the Carnegie locality for over a century, having been associated with its development presumably since the opening of the line in 1877. It is understood that the platforms are the only surviving nineteenth century elements. The main building is historically significant also as a surviving standard structure of its type designed by the office of the chief architect in the Way and Works Branch during J.W. Hardy's term of office but undertaken by his successor, James Fawcett.

It is aesthetically significant (Criterion E) as a surviving suburban station complex from the Great War period with up side building complemented by mature public gardens.

The building's aesthetic importance is derived also from the use of Arts and Crafts forms and ornamentation in a manner which complements many of the contemporary houses in the vicinity of the railway station.

Due to the extensive change that has occurred at the subject site due to the construction of an elevated section of rail as part of the Caulfield to Dandenong level crossing removal project, it is recommended that the existing statement of significance be replaced with the revised statement of significance included at the front of this citation. The large River Red Gum specimen to the east has been included in the revised reserve statement of significance and extent of the heritage overlay due to its long association with the area.

Revised Extent of Heritage Overlay

Due to the demolition of the early 20th century station building, it is recommended that the extent of registration is revised accordingly.

It is recommended that the remnant planting within the former extent of the heritage overlay is retained (three sections) and that the opportunity is taken to include 'Rosie', the large River Red Gum established pre-contact and located to the east on the north side of the railway line, as there are also River Red Gums, all probably remnant indigenous vegetation, within the extent of registration.

As such, it is recommended that the revised extent of the heritage overlay includes four related parts, with a curtilage of 5m-10m about each of them as practical (their proximity to the roadways, etc., will limit this in some directions), as shown below.



Recommended extent of Heritage Overlay (solid red lines). The existing extent of HO123 (dashed yellow line)
(Source: Nearmap 19 October 2018)