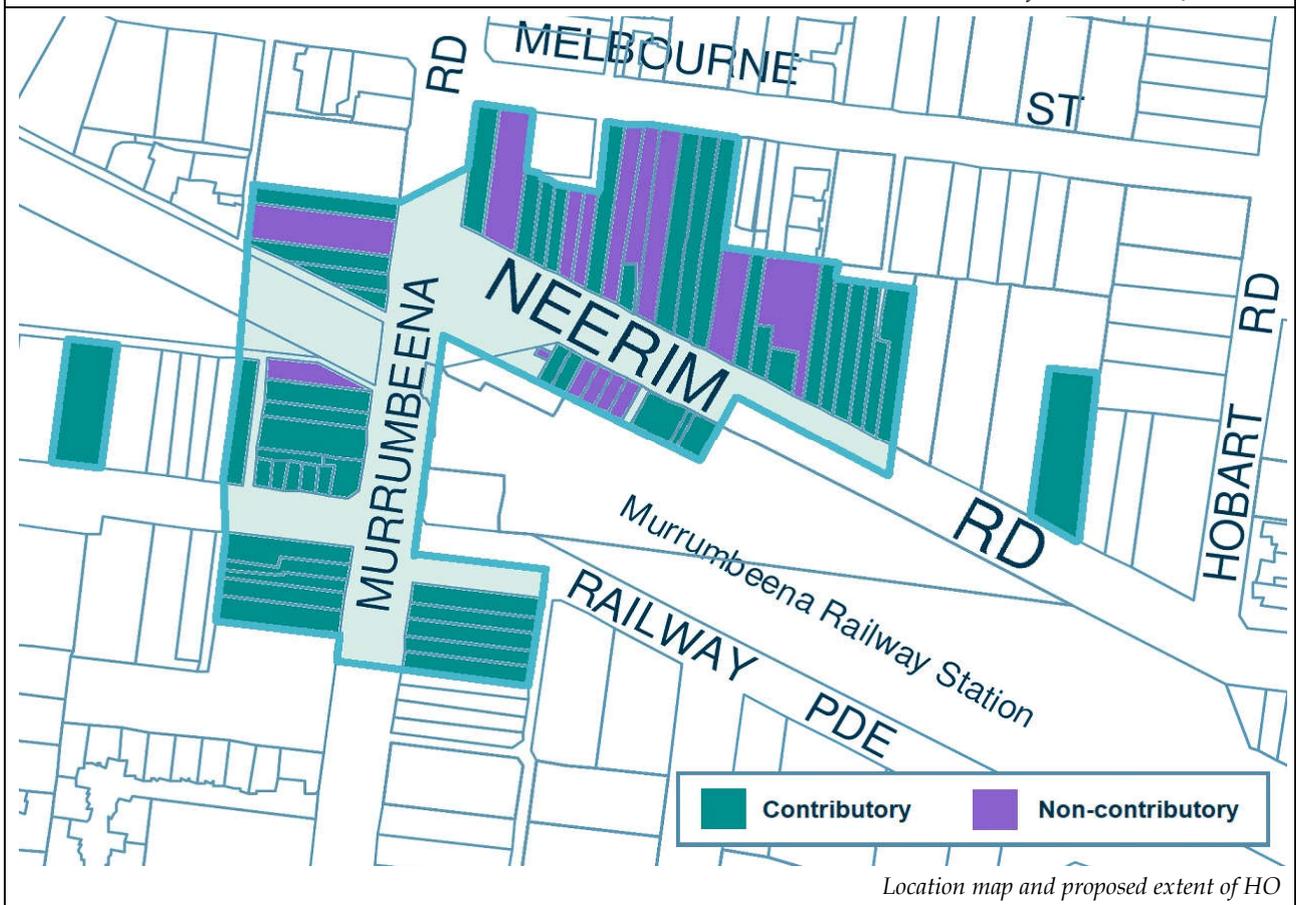


<b>IDENTIFIER</b>	MURRUMBEENA VILLAGE PRECINCT	<b>Citation No</b>	N/A
<b>Other name/s</b>	Murrumbeena Shopping Centre	<b>Melway ref</b>	69 A5
<b>Address</b>	Neerim/Murrumbeena Road MURRUMBEENA	<b>Date/s</b>	mostly 1889-1939



North side of Neerim Road, June 2019



<b>Heritage Group</b>	Retail and Wholesale	<b>Condition</b>	Good
<b>Heritage Category</b>	Retail or Wholesale Precinct	<b>Intactness</b>	Good
<b>Recommendation</b>	Include on heritage overlay schedule as a heritage precinct		
<b>Controls</b>	<input type="checkbox"/> External Paint	<input type="checkbox"/> Interior Alteration	<input type="checkbox"/> Trees

## Statement of Significance

### *What is Significant?*

The Murrumbeena Village Precinct, extending along both sides of Neerim and Murrumbeena Road where the latter crosses the railway line, comprises cohesive commercial streetscapes made up of single- and double-storey buildings predominantly dating from the first four decades of the twentieth century, punctuated by two rare survivors from the late-Victorian era and a small number of post-war buildings of sympathetic scale and form.

The following are deemed to be *contributory* elements in precinct:

- Neerim Road: Nos 398, 412, 414-422 (row of five; *Wardrop's Buildings*), 430, 436, 438, 440, 446, 450, 453-455 (pair), 456, 458, 460, 465-473 (row of five), 466, 468, 470-472 (pair), 476-486 (row of six), 504.
- Murrumbeena Road: Nos 55, 61, 63, 65, 69-71 (pair), 73-75 (pair), 77-79 (*Wardrop's Buildings*), 81, 83-83a (pair), 85, 87, 88, 90-92 (pair), 94 (former bank).

The following are deemed to be *non-contributory* elements within the precinct:

- Neerim Road: Nos 442, 444, 448, 452 (at rear), 457-459 (pair), 461, 463, 462-464 (former bank), 474 (factory at rear), 454, 461; also coffee kiosk adjacent to No 453.
- Murrumbeena Road: Nos 57-59 (former bank), 67.

Post-WW2 buildings to the rear of the Neerim Road shops, with principal frontage to Melbourne Street, are deemed to be *non-contributory*, as is all infrastructure associated with the Skyrail.

### *How is it Significant?*

The Murrumbeena Village Precinct satisfies the following criteria for inclusion on the heritage overlay schedule to the City of Glen Eira planning scheme:

- Criterion A: Importance to the course, or pattern, of Glen Eira's cultural history.
- Criterion E: Importance in exhibiting particular aesthetic characteristics

### *Why is it Significant?*

The Murrumbeena Village Precinct is significant for historic associations with early development of the suburb of Murrumbeena. A local retail centre emerged promptly after subdivision and sale of land on the north side of Neerim Road in 1887-88. Of ten shops built by 1900, two survive (Nos 430, 468) to provide rare evidence of the strip's origins. A commercial boom from the mid-1910s to the mid-1920s, echoing the suburb's rapid residential growth, is illustrated by so many buildings from that era, including not only shops but also motor garages, a bank, outposts of leading city retailers such as Moran & Cato and Bruce & Carey, and George Wardrop's eponymous corner office/retail complex. Shops on the south side of Neerim Road, built on railway land, demonstrate what was then an unusual and controversial phenomenon, while a breezeway that once provided access to the station is amongst the last remaining physical evidence of the railway complex at ground level prior to the recent completion of the elevated Skyrail. (*Criterion A*)

The Murrumbeena Village Precinct is significant as a mostly pre-war commercial streetscape of unusual form, radiating in all four directions from an offset crossroad bisected by a railway line. The pre-war shops display noted cohesion through consistent single- and double-storey scale, single-fronted expression with low parapets, and a recurring palette of materials (face red brick, smooth and roughcast tender) coupled with an array of decorative detailing. Many are atypically intact, retaining elements of original shopfronts (eg recessed doorways, metal-framed windows, leadlight, spandrel tiling), and some with painted signage or rendered lettering. These shops, as individual specimens, pairs or longer rows, are punctuated by other building types of similar vintage, notably two motor garages and a monumental branch bank. (*Criterion E*)

## History

Although Murrumbeena railway station opened in 1879, the land to the north was not subdivided and offered for sale until October 1887, when an auction was held for all 150 allotments of the new *Murrumbeena Reserve* (bounded by Neerim, Murrumbeena, Hobart and Dandenong Roads). More than two thirds of the lots were sold at that time, including nine of the thirteen on Neerim Road, opposite the station. When a second auction took place in September 1888, only 43 lots remained, including the last three with coveted Neerim Road frontage: Lot 127 at the Murrumbeena Road junction, and Lots 141 and 142 near Hobart Road. The latter two blocks would remain vacant into the twentieth century, but the prime corner site at Murrumbeena Road was snapped up by builder Alfred Ramsden, who duly erected four shops there. First recorded in the rate book for 1890, each was described as a “brick house, land & shop” on part of Lot 127. A pair of two-storey residential shops on the corner (corresponding to present-day Nos 430-432) was occupied by grocer Herbert Brine, and the two single-storey shops (Nos 442-444) by estate agent B C Lavender and baker C L Lorden. The 1890 rate book also included four more entries for “brick house, land & shop” on nearby Lot 149, occupied by underclothing retailer Mrs Hughs, stationer George Preston and grocers George and William Hitchcock.

After Alfred Ramsden declared bankruptcy in 1892, his shops on Neerim Road were acquired by others, although grocer Herbert Brine remained as tenant of the corner premises. By 1893, a small timber shop had been built alongside (No 436), also occupied by Brine. By the turn of the century, the five shops on Lot 127 (four in brick, one in timber) were owned by Robert Lindsay, who used three for his own grocery business and rented the others to greengrocer William Hansen and butcher David Couper. Further east, the early shops on Lot 149 had become flanked by two more, occupied by newsagent Thomas Newing (No 458) and grocer James Bullock (No 468), while five large detached villas had been erected on the remaining lots extending towards Hobart Road.

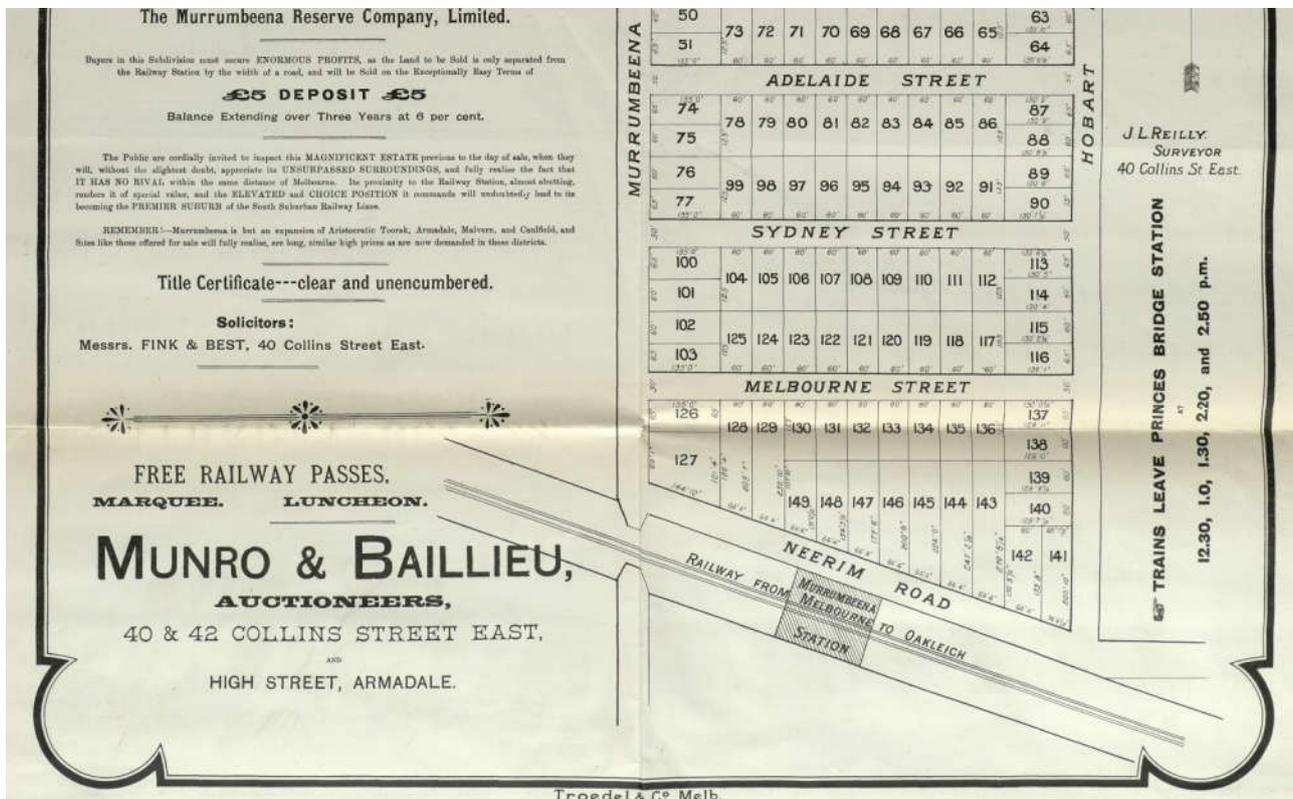


Figure 1: Excerpt of advertisement for auction of *Murrumbeena Reserve* in October 1887, showing the twelve prime allotments along the north side of Neerim Road (Lots 127-129 and 141-149) (Source: Map Collection, State Library of Victoria)



Figure 2: View of the north side of Neerim Road, looking east from Murrumbeena Road, circa 1910.  
(Source: Colin G Smith, *Merric Boyd and Murrumbeena*)



Figure 3: View, looking north along Murrumbeena Road towards Neerim Road, circa 1915  
(Source: Colin G Smith, *Merric Boyd and Murrumbeena*)

The MMBW plan of the area, dated April 1918, shows that the number of shops along Neerim Road had increased from ten (as recorded in the 1900 rate book) to sixteen. At that time, the two-storey corner shops had recently been taken over by grocer James Telford (No 430) and butchers R L Dick & Son (No 432), and the timber shop (No 436) by draper Lucy Ford. Two retailers from the 1890s still remained, namely grocer James Bullock (No 468) and newsagent Thomas Newing (No 458), although the latter had since purchased his property and erected larger premises on the site in 1912. Amongst the other new additions was the premises of chemist W B Perry (No 448), erected in 1915 to a design by noted city architects Eggleston & Oakley. By 1918, only three vacant shop sites remained in the strip (at Nos 434 and 450-452), along with a larger tract of undeveloped alongside Bullock's shop that was used as a woodyard. Further east, the commercial streetscape of Neerim Road gave way to the row of detached villas; however, pressure for redevelopment was already evident, with the MMBW map showing two villas had already been adapted for non-residential use, as a branch of the State Savings Bank (No 488) and a post office (No 492).

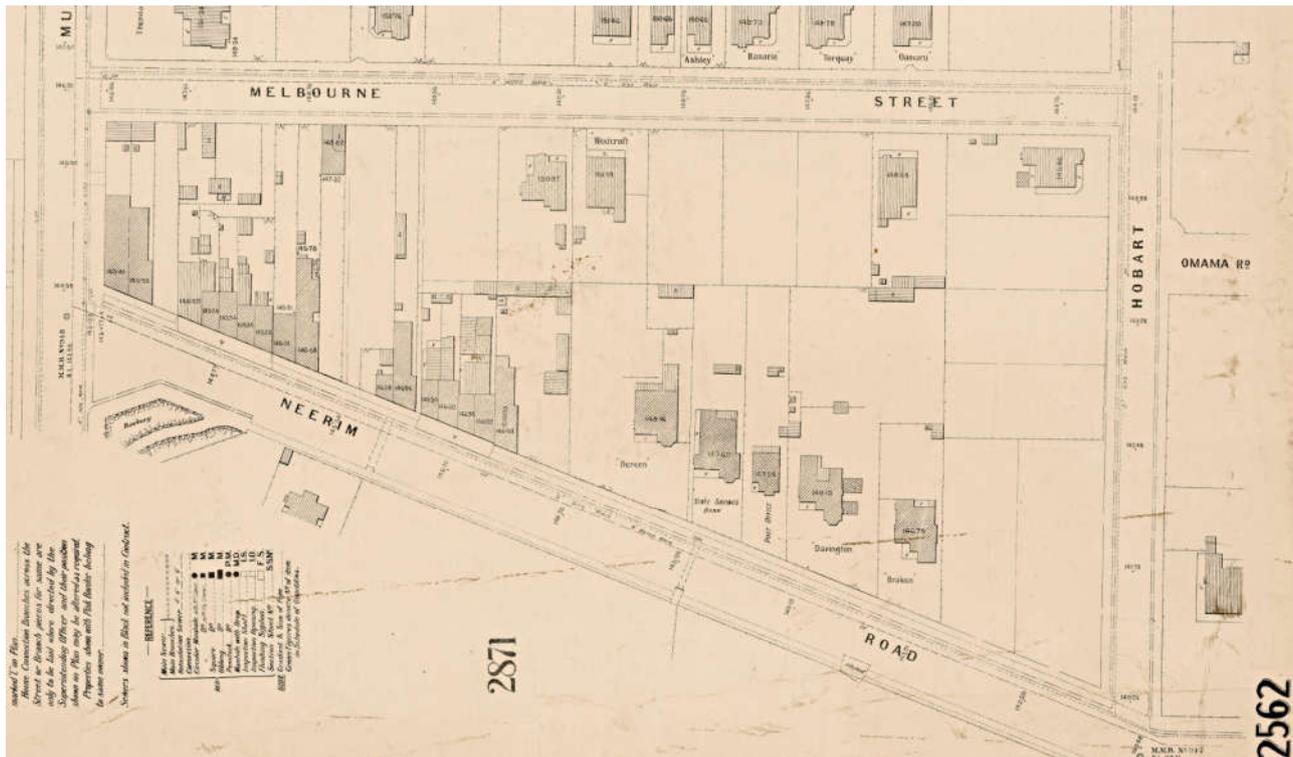


Figure 4: MMBW plan (1918), showing shops (left) and houses (right) on north side of Neerim Road. (Source: Map Collection, State Library of Victoria)

By contrast, the 1918 MMBW map shows scant development beyond this stretch of Neerim Road. The land on the south side of the street, owned by Victorian Railways, was taken up by the station itself, siding, sundry outbuildings, stationmaster's residence and, at the corner, a rockery. Further afield, the largely vacant land along Murrumbeena Road was punctuated only by a pair of shops on the west side, between Neerim Road and the railway line (Nos 73-75). Erected in 1915-16, these were occupied by confectioner Hugh Carr and butcher Arthur Hawting. In 1919, Hawting moved into new premises along Murrumbeena Road (No 81), on the south corner of Neerim Road. That year, commercial development spread to the east side of the street with the opening of Victoria's seventy-fourth branch of the Moran & Cato grocery empire (No 88). Further north, expansion continued with the Centre Motor Garage (No 51) operating by 1920, soon joined by a row of four shops (Nos 51a, 53, 55 and 57) occupied by a bootmaker, butcher and two confectioners.

A notable addition to this burgeoning commercial centre was *Wardrop's Buildings* on the prominent northeast corner of Neerim and Murrumbeena roads, erected in 1920-21 by the eponymous George Wardrop, proprietor of a successful chain of tailors. The work of local designer/builder S D Page, the premises comprised a two-storey corner building (77-79 Murrumbeena Road) with offices over the shops, and a single-storey row of six shops along Neerim Road (Nos 414-420). Amongst the original tenants of *Wardrop's Buildings* were a bootmaker, costumier, ironmonger and hairdresser, along with a dentist and a dressmaker upstairs. Completion of the project, coinciding with the electrification of the railway line, spurred a minor commercial boom in the vicinity. Development spread across to the south side of Neerim Road, with a timber merchant (No 401) and an estate agent's office (No 403) in operation by 1921, and a newsagent (No 407) by 1922. Evidently following Wardrop's lead, Prahran-based draper Israel Carey erected a branch of his own chain next door (No 412) in 1923. The opening of *Wardrop's Buildings* also had repercussions elsewhere in the expanding retail centre. In 1922, one of the project's financiers, George Swan, engaged the same local builder, S D Page, to erect (and presumably design) a row of six two-storey residential shops at the east end of the Neerim Road strip (Nos 476-486) on land that had formerly been occupied by a large late-Victorian villa known as *Dereen*.



Figure 5: Official opening of Wardrop's Buildings on corner of Neerim and Murrumbeena Roads, 1921  
(source: Herald, 6 April 1921, p 4)

While the early 1920s saw a little further expansion along the established Neerim Road strip (eg a pair of shops at No 470-472), development was mostly focused on Murrumbeena Road. By 1923, five more shops had been built (at Nos 61, 63, 65, 85 and 87), joined the following year by another two pairs (Nos 69-71 and 83-83a) and a commercial laundry (No 67). It was during this period that Victorian Railways made its controversial decision to allow the land around Murrumbeena Station to be leased for retail development. The proposal brought strong opposition from local residents, who urged that the underdeveloped land be given over as a public reserve. Ultimately, the project proceeded, with the agreement that leftover land would be handsomely landscaped. During 1923, four new shops (Nos 80-84) were built along the Murrumbeena Road frontage, between Neerim Road and Railway Parade, and the stationmaster's residence on Neerim Road demolished for the construction of seven more shops: a semi-detached pair near the corner (Nos 453-55) and a row of five (Nos 465-473) bisected by a covered walkway to provide access to the station beyond.

By contrast, the second half of the 1920s saw relatively modest expansion of the commercial area, including buildings other than ubiquitous shopfronts. Chief amongst these were two new branch banks on Murrumbeena Road, erected by the English, Scottish & Australian Bank (No 59) and the State Savings Bank of Victoria (No 84). The year 1925 saw the completion of two purpose-built motor garages effectively marking the east and west extremities of the Neerim Road commercial strip: the respective premises of E A Green (No 398) and James Head (No 504).

In 1928, the *Sands & McDougall Directory* for 1928 listed nearly sixty separate businesses along the intersecting stretches of Neerim Road and Murrumbeena Road, which included six confectioners, five grocers, five drapers, four butchers, four bootmakers, three fruiterers, three hairdressers, three banks, two dressmakers, two estate agents, two bakers, a chemist, a newsagent, an ironmonger, a milliner, a dentist and a post office. Many of the Neerim Road retailers had maintained a presence there for a decade or more, with bootmaker Joseph Jackson (No 466) in operation since 1905 and grocer F T Bullock (No 468) the sole survivor from late nineteenth-century.

By the end of the 1920s, some of the more established businesses had moved on, including grocer J W Telford and butcher R L Dick and, who had long occupied the double-storey Victorian shops at the Neerim Road corner (Nos 430-432). The former building was taken over by A W Woodland, whose family would continue the grocery business there for more than seven decades. It was also in the later 1920s that the old timber shop nearby (No 436) was demolished by its long-time occupant, draper Lucy Ford, for construction of a larger two-storey brick premises. This trend continued into the next decade. During the year 1934 alone, three other venerable retailers all razed and rebuilt their premises: hairdresser George Beck (No 438), draper Margaret Whitburn (No 440) and ironmonger F G Hawker (No 460).



Figure 6: Shops along north side of Neerim Road, as viewed through the corner rockery, circa 1926  
(Source: Colin G Smith, *Merric Boyd and Murrumbena*)



Figure 7: Looking north along Murrumbena Road, showing new buildings and State Bank (right), 1930  
(Source: *Weekly Times*, 26 July 1930)

The early post-war era brought relatively few significant changes to the shopping precinct. One notable new occupant of the Neerim Road strip was local artist Arthur Boyd, who took over an existing shop (No 500) as his pottery studio. Boyd remained there for fifteen years until moving to London in 1958; his former studio was then absorbed by expansion of the adjacent premises of Murrumbeena Hardware. The second half of the 1950s saw the hitherto vacant sites on the south side of Neerim Road finally infilled with a group of modernist shopfronts occupied by the post office (No 457), a dentist's clinic (No 459) and the *Aladdin Dry Cleaners* (No 463). Several pre-war shops were also renovated or rebuilt during this time, notably W B Perry's chemist shop (No 448), which was given a smart new shopfront with Castlemaine slate cladding. In 1960, the former commercial laundry building at 67 Murrumbeena Road was demolished for a new single-storey office building designed by architects Morrish, Nelson & Vaughan.

Several major changes to the precinct took place after 1960. That year, the appropriately named *Original Motor Garage* at 51 Murrumbeena Road, dating back to 1920, was replaced by the Mobilgas Self-Service Service Station, prompting a flurry of other petrol stations in the area including three on Neerim Road (Nos 391, 473 and 510) and two more on Murrumbeena Road (Nos 60 and 80-86). The last of these, dubbed the Beena Gates Service Station, was built on the site of the four shops erected on railway land back in 1923. The late 1960s saw a few new buildings appear on the edges of the strip, including *Chain House*, a two-storey shop/office block at 96-98a Murrumbeena Road, and several small offices, factories or showrooms on Neerim Road (eg No 400). The early 1970s brought the loss of one of the centre's original buildings: the two-storey Victorian shop at No 432, one of a pair built by Alfred Ramsden in 1889. It was replaced by a single-storey double-fronted building that enlarged the frontage of Woodland's supermarket to 430-34 Neerim Road. This period also saw the replacement of two pre-war branch banks with larger modern counterparts, for the ANZ Bank (57-59 Murrumbeena Road) and Commonwealth Bank (462-464 Neerim Road).

Since the 1980s, all five of the post-war petrol stations have ceased operation. The Beena Gates Service Station was razed to provide a carpark for the adjacent railway station, while the sites of three others were developed for larger-scale residential or commercial buildings. Only one former petrol station remains at 60 Murrumbeena Road, latterly re-purposed as a drive-in coffee shop. The completion, in 1997, of a three-storey townhouse block at 502 Neerim Road (former site of Arthur Boyd's pottery studio) marked the start of a new era of higher-density residential development at the fringes of the precinct, including multi-storey apartments in both Neerim Road (Nos 398-395, 403-407 and 488-90) and Murrumbeena Road (Nos 51-53). However, the most significant recent change has been the removal of all railway infrastructure (including buildings, rails and boom gates) for the elevated Skyrail. A flat-roofed post-war toilet block on Neerim Road was also demolished, and a small café erected nearby, abutting the pre-war shop at No 453.

## Description

The Murrumbeena Village Precinct, focused on the offset junction of Neerim and Murrumbeena Roads, consists largely of low rise (single and double-storey) commercial buildings built right to the property line, forming continuous commercial streetscapes along both sides of these two major roadways, bisected by the (now elevated) railway line. While the built fabric within the boundaries of the precinct spans over a century, from the late 1880s to the mid-1970s (and beyond), the bulk of it dates from the first four decades of the twentieth century, and particularly the boom period of expansion from the mid-1910s to the mid-1920s.

The core of the precinct includes a few small-scaled post-WW2 buildings. Larger and more intrusive counterparts at the fringes of the commercial streetscapes such as the former petrol station (60 Murrumbeena Road), two-storey office block (96-98a Murrumbeena Road), sundry industrial or commercial buildings at the far ends of Neerim Road (eg Nos 394, 396, 492, 500, 506, 508, 510) and recent apartment complex (eg 51-53 Murrumbeena Road; 389-95, 401-407, 490 and 502 Neerim Road) have all been excluded from the precinct.

While the commercial precinct traces its origins back to the late nineteenth century, only two of the ten original Victorian shops survive today. The larger and more prominently-sited of these is a two-storey residential shop at 430 Neerim Road (corner Murrumbeena Road), the sole survivor of an identical pair built in 1889. Representative of its type and era, it is a rendered brick building with moulded architraves to each ceiling line and a parapet with rectangular panel to the Neerim Street façade. While it retains original windows along Murrumbeena Road, with projecting sills and double-hung sashes, the corresponding windows to Neerim Road has been concealed or infilled. The other surviving Victorian shop, at 468 Neerim Road, is a smaller single-storey and single-fronted building of similar date, with rendered façade incorporating parapet with moulded cornice between two projecting consoles with scrolled brackets underneath. Both early shops have been altered, and neither appears to retain any evidence of its original shopfront.

The buildings dating from c1905 to c1935 are broadly similar in scale, form and materials. They are split fairly evenly between single-storey shops and larger two-storey shops with a dwelling or office above. The former are represented by a dozen examples along Neerim Road (Nos 414-424, 450, 453, 455, 456, 465-473 and 470-472) and six more in Murrumbeena Road (Nos 61, 65, 73-75, 87 and 88). Two-storey counterparts typically exist as scattered individual specimens (eg 412, 436, 438, 440, 458, 460 and 466 Neerim Road; 55, 63, 81 and 85 Murrumbeena Road), as well with three sets of identical pairs in Murrumbeena Road (Nos 69-71, 83-83a and 90-92) and a unique row of six at the eastern end of Neerim Road (Nos 476-486).



Figure 9: Two-storey Victorian shop on north-east corner of Neerim and Murrumbeena Roads (1889)



Figure 10: Wardrop's Buildings on north-west corner of Neerim and Murrumbeena Roads (1921)



Figure 11: Inter-war shops along west side of Murrumbeena Road (Nos 81-87)



Figure 12: Inter-war shops (and bank) along east side of Murrumbeena Road (Nos 88-94)

Inter-war shops appear to be exclusively of brick construction; some earlier examples are in face brick (eg 435-455 and 465-473 Neerim Road; 63 and 85 Murrumbeena Road) and others have a rendered finish, variously smooth (eg 73-75 and 87 Murrumbeena Road) or roughcast (eg 446 and 476-486 Neerim Road, 61 Murrumbeena Road). A few examples combine face brickwork with rendered banding (eg 77-79 and 81 Murrumbeena Road) or façade panels (eg 453-455 and 465-437 Neerim Road); some have since been partially or completely overpainted. Later shops from the 1930s tend to have a smooth rendered finish (eg 90-92 Murrumbeena Road).

While most of the inter-war shops incorporate the ubiquitous low parapets with moulded cornices and capped piers, there is a degree of variety amongst individual specimens. Some parapets are curved (eg 61-63 Murrumbeena Road; 418 Neerim Road), stepped (eg 436 Neerim Road) or raked (eg 438 Neerim Road), and a few others are even more ornately articulated (eg 77-79 and 97 Murrumbeena Road; 412, 446 and 458 Neerim Road). Some facades are enlivened by ornament such as dentillation (eg 73-75, 77-79 and 81 Murrumbeena Road; 414-422 Neerim Road) or feature brickwork (eg 438, 440 and 476-486 Neerim Road). Notably, three buildings retain the names of their original owners in rendered lettering: *Wardrop's Buildings* (77-79 Murrumbeena Road) and the former premises of grocers Moran & Cato (88 Murrumbeena Road) and draper Israel Carey (No 412 Neerim Road). A number of the two-storey shops have recessed balconies at the upper level (eg 55, 63 and 85 Murrumbeena Road; 476-486 Neerim Road), although some have been infilled. Others have wide rectangular windows (eg 436, 438 and 440 Neerim Road), some retaining original multi-paned or leadlight sashes, and three shops have curved bay windows (412 Neerim Road; 77-79 and 81 Murrumbeena Road), two with timber shingled cladding.

Several of the precinct's inter-war buildings stand out. *Wardrop's Buildings*, on the north-west intersection of Neerim and Murrumbeena Roads, uniquely combines a two-storey corner building (77-79 Murrumbeena Road) with adjacent row of five single-storey shops (414-242 Neerim Road), all with a consistent expression of curved parapets, roughcast render and dentillated cornices. The row of six shops at 476-486 Neerim Road, by the same designer/builder, is similarly striking for its repetitive use of segmental arches, stepped balustrades and diaper brickwork. The group of five shops on the south side of Neerim Road (Nos 465-473) stands out for its unusual incorporation of an off-centre breezeway (between the splayed corners of the third and fourth shopfront) that once provided access to the railway station. Of the inter-war buildings other than retail shops, the two early motor garages on Neerim Road (Nos 398 and 504), with their symmetrical rendered facades and central vehicle bays, are early and intact examples of this unusual type. The former State Savings Bank branch at 94 Murrumbeena Road remains as an uncommonly monumental presence, with its bold Free Classical ornamentation and tall windows with diagonal glazing bars.



Figure 13: Inter-war (and later) shops along north side of Neerim Road (Nos 434-454)



Figure 14: Inter-war shops (and post-war bank) along west side of Murrumbeena Road (Nos 57-65)



Figure 15: Row of six 1920s residential shops on north side of Neerim Road (Nos 476-486)



Figure 16: Detail of intact 1920s shopfronts on south side of Neerim Road (Nos 465-469)

Typical of any well-established suburban retail strip, individual shopfronts vary in intactness, with many altered or refitted in the post-WW2 era. Notably intact are the five shops at 465-473 Neerim Road, which retain recessed doorways (Nos 465, 467, 471) or corner entries with paired timber doors (Nos 469, 471), together with metal-framed shop windows, leaded highlights, and spandrels with black and pink tiling. Elsewhere, many other shopfronts still have their recessed doorways, and a subset of these retain original or early fabric such as metal-framed windows, highlights in reeded, leaded or louvred glazing (eg 61, 77, 81 and 83a Murrumbeena Road; 414-416, 420-422, 438, 446, 456 and 460 Neerim Road) or remnant spandrel tiling (eg 453-455 Neerim Road). The shop at No 438 Neerim Road is exceptional for the survival of a highlight window bearing the gilded name of longtime occupant, hairdresser George Beck, who rebuilt the premises in 1934. The cantilevered awnings to several inter-war shops in Neerim Road still retain their original pressed metal ceilings in various decorative patterns (eg Nos 438, 456, 460, 465-473, 470-472 and 480).

The breezeway between the shops at Nos 469 and 471 Neerim Road incorporate two paintings by local artist Anthony Breslin, entitled *Frogtopia* (2018). These artworks, which are panels attached to the wall rather than murals painted directly onto the brick surface, form part of the City of Glen Eira's art collection. There is also a small metal plaque, unveiled in 2017, that unofficially designates the breezeway as "Attwood Lane" in honour of longtime local newsagent (Eric) John Attwood (born 1929), whose long association with the community earned him the nickname "Unofficial Mayor of Murrumbeena". While this plaque, and Breslin's *Frogtopia*, are not directly connected with the significance of the precinct as a pre-war commercial streetscape, they are of some local interest in their own right.

### Comparative Analysis

In a broad sense, the *Murrumbeena Village Precinct* can be compared to a number of other local strip shopping centres that were typically established in the late nineteenth century and underwent several successive phases of expansion in the twentieth century, particularly during the inter-war years and again in the early post-WW2 period. Four such commercial streetscapes are already included on the heritage overlay schedule to the City of Glen Eira Planning Scheme, as follows:

#### Elsternwick Village, Glenhuntly Road, Elsternwick (part HO72)

The heritage precinct known as *Elsternwick Estate and Environs* (HO72) spans a large part of Elsternwick, roughly bounded by Glen Eira Road, Gordon Street, Orrong Road and Glenhuntly Road. Although the precinct is predominantly residential in character, its southern boundary incorporates part of the major commercial streetscape of Glenhuntly Road.

The portion of Glenhuntly Road covered by the HO extends from Gordon Street to Beavis Street on the north side, and from Elsternwick Railway Park to just beyond Devonshire Road on the south side. This streetscape is strongly characterised by two-storey late-Victorian residential shops with rendered facades, incorporating typical Boom-style details such as arched windows, moulded cornices and balustrading. These gradually give way to a more mixed streetscape with Edwardian and inter-war shops of various sizes and styles (akin to those seen in the Murrumbeena Village), as well as a number of post-WW2 buildings.

#### Caulfield South Shopping Centre, Glenhuntly Road, Caulfield South (HO66)

Further east along Glenhuntly Road, in Caulfield South, a smaller stretch of commercial streetscape has been protected as HO66. Extending west from the Hawthorn Road intersection, this precinct spans the north side of Glenhuntly Road from Nos 705 (Holy Cross Church) to 791 (west corner of Hawthorn Road), and the south side from Nos 702 (west corner of Alder Street) to 792 (east corner of Hawthorn Road). No Victorian-era fabric appear to survive; the streetscape remains largely defined by inter-war buildings, typified by single or double-storey brick shops as individual specimens, in pairs, or groups of three or four. It also includes two former banks: an imposing Free Classical example from the 1920s (704 Glenhuntly Road) and an unusually intact modernist one from the 1950s (751 Glenhuntly Road).

#### Derby Road, Caulfield North (HO71)

The *Derby Road Precinct* in Caulfield North (HO71) is a relatively small commercial precinct that extends between Dandenong Road and the Caulfield railway station, incorporating properties along both sides of Derby Road (Nos 2-18 along the east side; Nos 1-25 on the west side) and a few others around the corner, on the north side of Sir John Monash Road (Nos 11-15). The streetscape consists principally of two-storey residential shops from the late Victorian and Edwardian eras, interspersed with a couple of single-storey shops of similar vintage. The relatively small number of inter-war buildings are dominated by two monumental branch banks in the Free Classical style (Nos 9-11 and 26), the Caulfield Club Hotel at the Dandenong Road corner (as rebuilt in the 1920s) and an almost incongruous single-storey Streamlined Moderne shop (No 13). A group of single-storey 1920s rendered shops around the corner (11-15 Sir John Monash Road) are representative of their type and era, with shaped parapets, capped pier and original tiling to the shopfronts.

#### North Road, Ormond (part HO75)

The *Ormond Precinct* (HO75) is split into two sub-precincts that radiate from the intersection of Booran Road and North Road in Ormond. These sub-precincts, which nominally extend north as far as Beatty Grove and south to (and slightly beyond) Murray Road, are predominantly residential in character, but also include a portion of the North Road commercial streetscape. However, only the north side of the street, extending from Nos 455 (Dalmor Avenue) to No 481 (Newham Grove), is included within the extent of the HO. The streetscape comprises a continuous row of interwar shops of fairly typical form and style, variously single or double storey, in red brick or rendered, and with a range of parapet forms and decorative embellishments. A few them (eg Nos 455, 459, 461, 473) retain at least some of their original shopfront fabric.

#### McKinnon Road, McKinnon (part HO75)

In addition to the above, the *Ormond Precinct* (HO75) includes a stand-alone strip of commercial streetscape along McKinnon Road at nearby McKinnon, albeit extending only along the north side of the street, from No 129 (Elm Grove) and No 169 (McKinnon railway station). It consists almost entirely of a row of double-storey inter-war residential shops, distinguished by unusual fenestration and rendered embellishment, and an uncommonly high level of physical intactness evidenced by the retention of face red brickwork, unpainted render and original shopfronts.

Aside from the four aforementioned commercial streetscapes already included on the heritage overlay schedule, these two further examples have recently been recommended for inclusion as part of the *Glen Eira Heritage Review of Bentleigh & Carnegie Structure Plan Areas* (2018), undertaken by RBA Architects.

#### Bentleigh Retail Precinct, Centre Road, Bentleigh

Bentleigh's principal commercial strip, extending along both sides of Centre Road from Cairnes Grove to just east of Jasper Road, is comparable in length to those at Elsternwick, Caulfield South and Ormond, although it contains a higher proportion of post-WW2 development than most. It is the most cohesive section, extending along the south side of Centre Road from Robert Street to just west of Loranne Street, that has been recommended for a heritage overlay. This streetscape is characterised by some typical and largely intact inter-war shops with brick or rendered facades, including identical pairs or rows of three (eg Nos 354-358) or more (eg Nos 374-382). The north side of Centre Road, not included in the proposed HO precinct, includes a few places of individual heritage significance, such as a monumental 1920s bank (No 385) and the *Centre Arcade* (No 325), an intact 1950s shopping arcade with curtain-walled façade and vintage neon signage.

#### Carnegie Retail Precinct, Koornang Road, Carnegie

At Carnegie, a comparable commercial streetscape extends along both sides of Koornang Road from Dandenong Road to just south of Neerim Road. The most cohesive portion, recently recommended for a HO, comprises both sides of the road between the railway line and Neerim Road, and part of the east side extending north of the railway line towards Dandenong Road. This streetscape is strongly characterised by inter-war fabric, with single- and double-storey brick shops, often in pairs or rows. The southern end of the strip, at Neerim Road, is flanked by a pair of imposing 1920s buildings with splayed corners, notably *Phillips Corner* at 145 Koornang Road, (Gawler & Drummond, 1920). The strip otherwise seems to have an above-average proportion of buildings from the late 1930s, including some rows of Moderne-style shops (Nos 41-49, 99-101a), a State Savings Bank branch in a Free Classical style (No 75a) and a one-time outlet of the G J Coles retail chain built to an unmistakable standard design by architect Harry Norris (Nos 106).

#### Commercial Streetscapes without Heritage Overlays

Obviously, there are many more commercial streetscapes in the City of Glen Eira than these four examples on the heritage overlay schedule, and two more recently recommended for inclusion. It is worth noting that, in a few of these cases, the streetscapes extend beyond the boundary of the HO, albeit typically becoming less cohesive. This is evident at Elsternwick Village (HO72), where rows of shops continue west of the railway line and east of Devonshire Road as far as Hopetoun Gardens, while the commercial streetscape at Caulfield South (HO66) extends east as well as west of Hawthorn Road intersection. The *Ormond Precinct* (HO75) does not include any of the North Road shops east of the railway line, or along the south side of the road. These omitted streetscapes, extending as far as Jasper Road, comprise a mix of inter-war shops and post-war development, and a monumental 1920s bank branch (No 476).

Amongst other comparable commercial streetscapes are some further examples on Glenhuntly Road. One in Caulfield South, radiating in either direction from the Kooyong Road intersection, is also dominated by single- and double-storey inter-war shops while also retaining rare evidence of late-Victorian development in the form of an ornate Boom-style residential shop (No 605). Much further east, the commercial streetscape extending along both sides of Glen Huntly Road at Glen Huntly, between Roseberry Grove and Grange Road, also retains a smattering of Victorian-era development (eg prominent pair of double-storey residential shops at No 1180-1182) amongst the more dominant inter-war fabric, which includes yet another monumental 1920s bank (No 1175).

## Conclusion

Historically, the Murrumbeena Village is comparable to other commercial strips that developed around new railway stations, as was the case at Elsternwick, Carnegie, McKinnon, Glen Huntly and Caulfield. Most of these, however, expanded in a linear fashion except for Derby Road, where further growth was hampered by the proximity of the Caulfield Racecourse, south of the station. By contrast, Murrumbeena Village is noted for a more unusual radial layout, where commercial development extended in all four directions from an offset crossroad intersection that was bisected by the railway. Murrumbeena Village is otherwise comparable to counterparts elsewhere in the City of Glen Eira in its predominant inter-war character, albeit interspersed with a couple of rare survivors from the strip's late-Victorian origins, as similarly evident at both Glen Huntly and Caulfield South (ie, the portion of Glenhuntly Road at Koornang Road, not HO66 at Hawthorn Road). As a largely inter-war streetscape, the Murrumbeena Village is more cohesive than most, with few non-contributory elements and some notably intact shopfronts and original signage.

## **References**

Shire/Town/City of Caulfield Rate Books (East Ward/East Riding). VPRS 8354/P1, PROV.

MMBW Detail Plan No 2562, 11 April 1918. Map Collection, State Library of Victoria.

*Sands & McDougall Directory of Victoria*, various.

Colin G Smith, *Merric Boyd and Murrumbeena: The Life of an Artist in a Time and a Place*. (2013).

Glen Eira Historical Society, Inc, *Along the Line: Caulfield to Oakleigh Rail Stories* (2017).

## **Authorship**

Citation prepared by Simon Reeves, Built Heritage Pty Ltd  
28 August 2019