

GLEN ORRONG COMMERCIAL PRECINCT

Address	240 to 276 (evens only) Glen Eira Road, Elsterwick
Significance	Local
Construction Dates	Early 1920s to mid-1930s
Period	Interwar
Date Inspected	Late 2018 and early 2019



Statement of Significance

What is Significant?

The following original elements contribute to the significance of the Glen Eira Road Commercial Precinct:

- Intact buildings, both single and two storey, dating to the Interwar period,
- Visible/expressed roofs clad in variegated terracotta tiles,
- Intact rendered parapets – crenulations (Old English Revival style) or speed lines and fins (Moderne style),
- Wall finishes – render, brick, and half-timbering,
- Distinguishing detailing including mock patina effect and historic signage,
- Fenestration – both timber and steel-framed windows,
- Intact shopfronts with recessed entries, stallboards and tiling, and
- Cantilevered canopies, including original pressed metal soffits.

Contributory places:

- Glen Eira Road (south side): 240, 240A, 242-244, 246, 248, 250, 252, 254, 254A, 256, 258, 270, 274, 274A, 276

Non-contributory places:

- Glen Eira Road (south side): 260, 262, 264, 266, 268

As most upper level walls in the precinct are rendered, it is appropriate to have paint controls so that a complementary colour scheme is applied to the buildings.

Alterations and additions are not significant.

How is it Significant?

The Glen Orrong Commercial Precinct is of local historical and aesthetic significance to the City of Glen Eira.

Why is it Significant?

The Glen Orrong Commercial Precinct is of historical significance as a small suburban shopping strip with the original buildings dating to the Interwar period. Situated on an arterial road and not in the immediate vicinity of rail or tram services, its retail development occurred during the early 1920s and mid- to late 1930s in response to the consolidation of nearby residential areas and a general rise in car ownership. The striking character of the key retail buildings is demonstrative of a high calibre of commercial construction between the wars in the municipality, and is either known or presumed to have been designed by architects. The garage at no. 258 is also important in illustrating the increasing need to provide for the automobile trade in the suburban context. (Criterion A)

The Glen Orrong Commercial Precinct is of aesthetic significance as a group of intact shops and a distinctive service station that demonstrate an array of commercial building designs during the Interwar period. These buildings, many of which are substantial, include well-resolved examples of the Old English (nos 240-246, 254-258) and Moderne (nos 270-276) idioms, and are generally distinguished by the intactness of their upper storey facades. Surviving original or partly modified shopfronts are also important. Although a mediavealised revival influence was not uncommon in commercial projects across Interwar period Melbourne, its employment around 1921 – with the construction of the precinct's first retail building (nos 240-246) – is noteworthy for its early date. However, the later use of the Old English style at *Tudor Station*, a purpose-built garage (no. 258), is unique in the municipality and likely rare at a State level. The single storey shops (nos 248-252) are typical of the early 1920s and contribute to the Interwar period character of the precinct. (Criterion E)

Description

The Glen Orrong Commercial Precinct is a compact suburban shopping strip that extends between Orrong Road to Somerset Street. The precinct consists of five buildings, all with multiple premises, four of which were erected during the Interwar period. They are mainly two storey buildings with ground floor commercial/retail area and upper level residences. The buildings form a near continuous street wall, that is broken only by the setback of no. 258.

The precinct is bookended by two substantial buildings – an Old English Revival style example to the west (nos 240-246) and a Moderne style to the east (nos 270-276). Adjacent to the former is a group of single storey shops (nos 248-252) and another Old English Revival style building (nos 254-258). Generally, the upper levels are highly intact, while most of the shopfronts have been modified by the reconfiguration of original window and entries and/or the insertion of floor-to-ceiling glazing with aluminium frames.

The only non-contributory building is nos 260-268, constructed circa 2009, with an undulating roof, extensive areas of glazing and sections of wall with a rendered finish.

Footpaths are generally of asphalt or concrete with some basalt pavers. Kerbs are of concrete and may date from the Interwar period. A wide crossover is apparent in front of 258 Glen Eira Road and is associated with its former use as a garage. This fabric appears to be contemporary. There are also few Ficus street trees (*Ficus benjamina*) and two Jacarandas (*Jacaranda mimosifoliata*) in the courtyard of no. 258, the latter having been planted around late 2015.¹

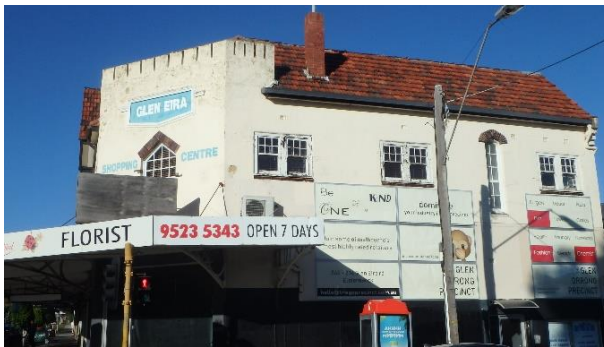
¹ Google street view, October 2015

240-246 Glen Eira Road (circa 1921)

The L-shaped, two storey building is a relatively early example of the Old English style at the intersection with Orrong Road. It has a steeply pitched transverse gable roof and is distinguished by a crenulated parapet to the chamfered corner and a gable end to the Glen Eira Road (north) elevation. The front slope of the roof is clad in variegated terracotta tiles with metal sheeting to the rear face. It has a red brick chimney, narrow eaves and a corbelled gable to the south-west end.

Beneath the corner parapet is a panel with 'Glen Eira' painted against a mid-blue background (with 'Shopping Centre' below in reverse). Characteristic of the Old English style, the gable end features imitation half-timbering with diagonal and curved bracing. Some of the timber-framed fenestration reflects medieval types with a lancet window (ogee arch) to the Orrong Road elevation and a pointed arch window at the corner. Both have tapestry brick voussoirs. Most of the windows are double-hung with multi-paned upper sashes, as well as a fully multi-paned group to the gable end. The windows have tapestry brick sills and random tapestry brick quoins (some overpainted). The larger groups of three windows to Glen Eira Road also feature tapestry brick piers and lintels with timber fascias.

The canopy is original, though the soffit lining has been changed, and is supported below by painted metal brackets with a curvilinear motif and rods above. The shopfronts are not original. Some sections of later ceramic mosaic tiling exist to some of the shopfront pilasters. The building occupies most of the block and rear elevation are of face or painted brick.



Orrong Road frontage with lancet window



Splayed corner with crenulated parapet and gable end



Glen Eira Road frontage with gable end



Original metal brackets to awning

248-252 Glen Eira Road (1922)

A group of three, single storey shops with a skillion roof clad in corrugated metal sheeting, some of which may be original/early (short length). The roof line is concealed behind a rendered parapet with a dentillated cornice, whose profile varies to each premise – partly curved (no. 248), straight (no.250) and fully curved (no. 252) – between piers. The middle premise (no. 250) is narrower than the flanking shops. The restrained classicising detailing is typical of the 1920s.

The cantilevered street canopy retains a section of decorative, pressed metal soffit. Mosaic ceramic tiles, possibly original (mostly overpainted) have survived to the parts of the shopfronts at nos 250 and 252.



252 (left), 250 (middle) and 248 (right) Glen Eira Road

250 Glen Eira Road – pressed metal soffit

254-258 Glen Eira Road (1935)

The two storey building consists of a former garage (no. 258) and conjoined shops (nos 254, 254A, 256). Though erected as one building, linked by a low and slender crenulated 'tower', it is comprised of two distinct sections relating to their original purposes.

The design echoes several aspects of the precinct's earlier example of the Old English idiom (nos 240-246), including its gable roof configuration and elements (although eaves corbelling is more prevalent), rendered upper wall, gable ends with similar half-timbering, crenulated parapet section, lancet windows with tapestry brick voussoirs (though steel-framed) and multi-paned upper sashes. In contrast, both sections are symmetrical.



258 (left) and 254-256 (right) Glen Eira Road

However, this building is differentiated as a later example of the style by the extensive use of variegated and manganese brickwork (stretcher bond) to the ground floor, which also includes a central broad Tudor arch opening (which had a timber door).² The recessed section (no. 258) is articulated by half-timbering effect across the first level with small sections of 'underlying' brickwork purposefully revealed or not rendered (either intentionally acknowledging the imitative nature of the construction or to produce a time-worn aesthetic).

² Google Street View, 2009, shows a central timber door and different glazing bars to the flanking windows to the ground level.



258 Glen Eira Road



254-256 Glen Eira Road



Sign, eastern side of tower



Lancet window and label moulding (indicated), east side of tower

The side wall of the tower element has a framed panel to the ground level inscribed with 'Glovers Service Station' in Gothic typeface. There is a label moulding above which relates to an infilled window.

The shopfronts have been altered.

270-276 Glen Eira Road (1938)

The two storey, late Interwar period building to the corner of Glen Eira Road and Somerset Street in the Moderne style has an elongated footprint. It has a corner 'tower' element incorporating a ridged fin, whose prominence is diminished by a telco tower (a later addition). The parapet suggests a cuboid form but conceals a hip roof with M-profile clad in terracotta tiles.

Typical of the Moderne style, the façade has a distinct horizontal emphasis with two bands of render, the upper featuring narrow recesses ('speed lines'), contrasting with the middle band of variegated brick work (stretcher bond) alternating with steel-framed windows (tripartite with central fixed panes and side casements with horizontal glazing bars). This sleekness was considered to evoke a 'streamlined' or machine-like aesthetic. There are two rear wings in red brick with a central light court/well and single storey, skillion roof (corrugated metal sheeting) sections; the middle section of which appears to be a later addition.

There are some original timber-framed sash windows.

The cantilevered canopy is original and retains original chevron ('Jazz') pressed metal soffit, although the fascia has been altered.

Two shopfronts – nos 270 and 274 – remain largely intact. Both display typical Interwar period detailing, including a recessed entry with granolithic step and pressed metal soffit, shopfront framing (manufactured by 'Gill'), and black tiled stallboards (overpainted to no. 270). The upper band of highlights probably survive beneath the extant sheeting. The glazed timber-framed doors are original, including the sidelight at no. 270. The door to no. 274 has an original letter box to its bottom rail.

The shopfront to no. 276 – with the arched openings – may be partly or largely original, even though they do not conform to the original sketch drawing (refer below) or others in the building. The tiling is consistent with the shopfronts at nos 270 and 274.



270-276 Glen Eira Road



Original pressed metal soffit to awning with chevrons



270 Glen Eira Road – intact shopfront



274 Glen Eira Road – intact shopfront

History

The Glen Orrong Commercial Precinct formed part of the 9 acre (approximately 4 hectare) Crown Allotment 250 in the Parish of Prahran, acquired by W R Becher around 1857.³ Located immediately south of Glen Eira Road, one of the early thoroughfares in the district commonly referred to as 'Elsternwick' from the late 1850s,⁴ the precinct was characterised as encompassing 'Large Gums and Wattle' and 'Heath' at one of its first surveys.⁵

While initially situated on the periphery of suburban Melbourne, beyond the more settled environs of Prahran and St Kilda, the ready availability of considerable allotments in Elsternwick and the early private establishment of its railway station (1859) proved attractive to the genteel and affluent. Alongside dairies and market gardens, a patchwork of prestige estates, 'private houses of a superior character standing in pleasure grounds',⁶ were erected from the 1860s. The government takeover of the railway line

³ Belcher held various roles within Melbourne's magistrate courts and worked as a Land Officer during the 1860s ('Land Sale at Palmerston', *Gippsland Guardian*, 18 January 1867, p3; and *Part of the Parish of Prahran*, Victoria, Department of Crown Lands and Survey, 1857, SLV, Map 1).

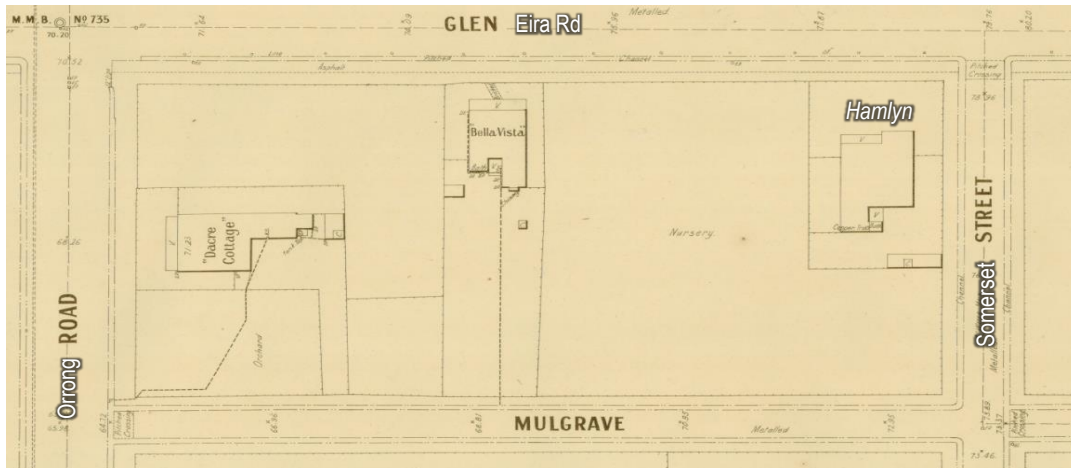
⁴ The designation of 'Elsternwick' likely derives from the combination of either a local creek (now Elwood Canal) and/or the name of an early cottage – *Elster* (the German word for magpie) – with the Old English word for village, *Wick*; a reference to the survey of a township in 1856 near the corner of Glen Huntly Road and the Nepean Highway. (Jill Barnard, 'Elsternwick', *eMelbourne*, School of Historical & Philosophical Studies, The University of Melbourne, July 2008, <www.emelbourne.net.au/biogs/EM00515b.htm>, accessed 2 June 2019)

⁵ *Plan of portions marked in the Parish of Prahran*, Melbourne, Surveyor General Office, 1853, SLV

⁶ Andrew Garran, *Picturesque atlas of Australasia*, Sydney, Picturesque Atlas Publishing Company, 1888, p148

(1878), which improved services, and speculative activities of the land boom stimulated a more intensive phase of subdivision and development in the suburb over the 1880s. Along the major roads and across the former grounds of handsome mansions, rows of generally high-quality detached houses multiplied and dedicated shopping strips emerged. Following the general building hiatus of the 1890s Depression, a decidedly middle-class suburb consolidated, with little unused land available by the early 1930s.⁷

No use or buildings were recorded at the precinct until the mid-1890s, when three dwellings – two fronting Glen Eira Road (*Bella Vista*, erected around 1895 and *Hamlyn*, circa 1901) and another (outside the precinct), to Orrong Road (*Darce Cottage*, 1910) – appeared.⁸ This late 19th century residential character, which included an orchard and nursery, is depicted in the 1902 MMBW plan, reproduced below. By 1910, another house had also been constructed between *Bella Vista* and *Hamlyn*.⁹



MMBW detail plan no. 1456, Caulfield (1902)
Precinct's earlier residential phase is detailed
(Source: SLV)

At this stage, the shopping focus of the district was along Glenhuntly Road, its status enhanced by its proximity to Elsternwick Railway Station and during the early 20th century, Glen Eira Road between Ripponlea Railway Station (1912) and Hotham Street.¹⁰ This reflected the sufficient distance at which Elsternwick lay from established commercial strips in Prahran and the City of Melbourne, a situation that cultivated local retail activity. From the early 1920s however, the rise in car ownership and usage of buses 'changed the whole aspect of the district' and was recorded in the press at the time as encouraging 'the establishment and expansion of new shopping areas'.¹¹ The commercial evolution of the precinct between the wars is indicative of this trend.

Over 1921 and 1922, on land owned by Sarah Annie Cuthbertson (identified as a ladies draper), a strip of shops were erected, wrapping around the junction of Glen Eira and Orrong roads to the western boundary of *Bella Vista*'s allotment.¹² To the corner the two storey section, built first, was completed in the Old English style, one of the popular revival idioms of the Interwar period, which was frequently associated with a refined taste and British nostalgia.¹³ The scale and detail of this building is suggestive of an architect, although no individual or practice has been identified. Typical of the era and a reboot of older style verandahs, the shopfronts were situated beneath a footpath spanning cantilevered canopy, a tempting offer of shelter and shade to passersby

⁷ Peter Murray and John C Wells, *From sand, swamp and health: a history of Caulfield*, Blackburn, J & D Burrows for City of Caulfield, 1980, p110

⁸ *Sands & McDougall's Directory*, review of editions 1890-96. The house name *Hamlyn* first appeared in the 1903 *Sand & McDougall's Directory*

⁹ *Sand & McDougall's Directory*, review of editions 1903-1910

¹⁰ 'Real Property', *Herald*, 31 October 1912, p3

¹¹ 'The New Suburb: Caulfield's Great Expansion', *Age*, 29 July 1936, p15

¹² The two storey corner building was erected circa 1921 with the one storey shops following in 1922 (*Sand & McDougall Directory*, review of editions 1919-21; and *Caulfield Rate Book*, 1921-22).

¹³ For insight, notable architect Robert B Hamilton when discussing choice of the Old English style to adapt a commercial building in the Toorak Village Group (535-541 Toorak Road) stressed: '[the] beauty... of old English architecture' and a discarding of the 'accepted ideas of modern shop design... [all] dull vertical lines and square angles'. ('Pleasing Shop Design', *Argus*, 27 October 1932, p5)

and shoppers (from the late 19th century, mainly female).¹⁴ It is likely that owners lived above their shops. The single storey row, which quickly followed, was more restrained in character and reflective of the simplified classicism that was favoured in commercial context during the early 1920s. The listed occupiers changed regularly, while the business types remained consistent reflecting a typical mix of a suburban shopping centre and included: grocer, butcher, fruiterer, chemist, confectionary, bootmaker, draper, stationary, estate agent and hairdresser.¹⁵ This first phase of commercial development is detailed in the 1931 aerial photograph that follows.



1931 aerial photograph
240-246 and 248-252 Glen Eira Road are extant (red arrow). The eastern section of the precinct remains residential
(Source: Landata, *Maldon Prison*, Run 24, Frame 2491)

By the mid-1930s, Sarah also acquired the *Bella Vista* property.¹⁶ In 1935, this residence was demolished and, as announced by the *Herald*, an 'Unusual Combination: Service Station, Shops, Dwellings' (nos 254-258) was erected to a design by now little-recognised architect, Archibald Ikin.¹⁷ The purpose-built garage, operated by Eric S Cuthbertson (presumably a relative), fittingly named for its medieval expression, *Tudor Station*, demonstrated the move towards 'drive right in' style garages. A change necessitated by advancements in petrol supply and attendant automotive and mechanical services during the Interwar period.¹⁸ It is noted that the application of the Old English style at a garage is an unusual example within Melbourne and may be rare on a national level, with Spanish Mission and Moderne/Functionalist idioms more typical for this typology in the 1920s and 1930s. It is possible that this character was adopted at *Tudor Station* in order to promote its architectural merit – as garages were

¹⁴ Beverley Kingston, *Basket, Bag and Trolley: A history of shopping in Australia*, Melbourne, Oxford University Press, 1994, p40
¹⁵ *Sands & McDougall's Directory*, review of editions 1921-30. There was also a 'dairy provider', likely some type of produce centre, for much of the 1930s and 1940s at no. 242, which later moved to no. 244 (1935).

¹⁶ Caulfield Rate Book, 1927-28 and 1933-39

¹⁷ Active over the Interwar period and at the time a resident of Caulfield, Ikin appears to have started his architectural career with the Victorian Railways Department and was responsible for an array of residential development across Melbourne, including several flats in St Kilda, notably *Venezia Court* ('Artisan's Home', *Herald*, 4 May 1923, p1; and 'Venetian Design for St. Kilda Flats', *Herald*, 31 October 1934, p23). His plan for *Tudor Station* was closely detailed by the *Argus*: 'The garage to the service station will be set back from the roadway, the court thus formed accommodating suitable arrangements for petrol pumps and other supply equipment. A hydraulic hoist is being provided in the garage, together with the latest of equipment for power greasing... The residential portion on the first floor will be entered from the staircase tower forming one side of this service court. There will be five rooms and a sleep-out to this portion, with the main living-rooms opening with double doors, one into the other for entertaining' (18 April 1935, p12).

¹⁸ Motorised vehicles appeared intermittently in Australia over the late 19th century, with the first modern car (the Model T Ford) imported in 1908. From the 1920s improved roads and lower costs spurred a surge in car ownership, necessitating a more specialised system of fuel distribution. Dedicated motor garages arose to provide measuring pumps/bowsers situated to the kerb side. Most Interwar period garages were independent and consequently, ranged in style. 'Drive right in' service stations become more common as internal pump islands replaced kerb-side bowsers over the Post-WWII period. From the 1950s, as the large oil companies increasingly established their own stations, 'in-house' designs became standard (Daniel Catrice and Michele Summerton, *The motor garage and service station in Victoria: a survey*, Melbourne, Heritage Victoria, 1997).

sometimes the recipient of local disapproval between the wars – as well as to correspond with the existing character of the shopping strip.



Architectural rendering of 258 (left) and 254-256 Glen Eira Road – ‘in the English manner of some centuries ago’
Note location of original signs to the side of the castellated tower
(Source: ‘Unusual Combination’, *Argus*, 18 April 1935, p12)



1954 photograph of *Tudor Station*, centre frame, and associated shops right of frame
(Source: Laurie Richards Studio, ‘Garage at E/WICK’, January 1954, Museums Victoria Collections, item MM50717)

The garage was leased by the Cuthbertsons from the early 1950s and acquired by Robert Glover, who renamed it *Glovers Service Station* in circa 1961.¹⁹ Subsequently, it was sold in 1970 and operated as *E. K. Motors*.²⁰ The site continued as a garage until the late 1990s, and is now utilised as a café.



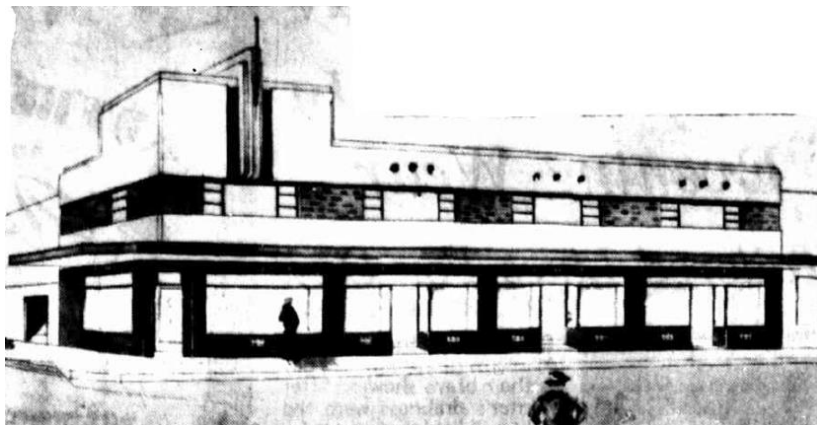
1997 photograph of E K Motors and shops. Note pumps have been repositioned
(Source: Andrew Ward, *City of Glen Eira Heritage Management Plan*, 1997)

¹⁹ *Sand & McDougall’s Directories*, 1960-61

²⁰ *Sand & McDougall’s Directories*, 1970-74

As late as 1997 petrol pumps/bowsers flanked the garage entry of no. 258, having originally been located to the kerbside. They had been removed by late 2009.²¹

In 1938, the residence at the corner of Glen Eira Road and Somerset Street (*Hamlyn*) was replaced by a two storey Moderne building (nos 270-276) that comprised of four shops and residences, designed by Stuart William Hall.²² This mixed-development was highlighted by the *Herald* at the time as emblematic of 'the restored peak in building activity in Greater Melbourne' (following the sluggish pace of development across the early to mid-1930s).²³ The selection of the Moderne idiom, with its stress on modernity and efficiency, as well as new shop layouts, can be linked to what had become the hallmark of a shopping experience by the late Interwar period: self-service, hygiene, branded goods and cash payments (instead of the previously entrenched credit system).²⁴



Architectural rendering of 270-276 Glen Eira Road
(Source: 'Shops As Investment Buildings', *Herald*, 31 August 1938, p18)



1945 aerial photograph with nos 20-276 built (red arrow) – at this stage one residence survives in the precinct
Both *Tudor Station* and its associated shops as well as the corner Moderne development are evident
(Source: Landata, *Melbourne and Metropolitan Area Project*, Run 15, Frame 57786)

²¹ A Ward, *Glen Eira Heritage Management Plan*, and Google Street View, 2009

²² Also now little recognised, Hall was identified as the architect responsible for an eclectic flat/maisonette (*Glendene*) in Balwyn the following year, ('Six Maisonettes Planned for Camberwell', *Herald*, 26 July 1939, p22).

²³ A description of the development continued: 'Behind each shop is the entrance hall, spacious lounge, modern kitchen, laundry and external toilet of one dwelling, space on the first floor being divided to provide a main bedroom, bathroom, second bedroom, and a spacious sun room. Below the cantilever verandah the whole of the shop fronts have been constructed in latest styling, the piers and stalls being in a black base with silver relief. All internal walls are textured and coloured in varying tones, and each building has individual hot-water servicing...' ('Shops As Investment Buildings', *Herald*, 31 August 1938, p18).

²⁴ Kingston, *Basket, Bag and Trolley: A history of shopping in Australia*, p58

In circa 1965, the precinct's last remaining residence was replaced with a two-storey row of flat roofed shops constructed in cream brick.²⁵ This development was supplanted in circa 2008 by the existing contemporary building at 260-268 Glen Eira Road.

Contemporary signage at the shopping strip now refer to it as the 'Glen Orrong Precinct'.

Thematic Context/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

While one of the several existing or recommended retail precincts in the municipality (largely) dating to the Interwar period, the Glen Orrong Commercial Precinct is distinguished by the extensive use of the Old English style. A few other commercial examples of this idiom exist within the municipality but are less common than those that exhibit Arts and Crafts, classicising and Moderne influences; the last two of which are also represented by the precinct. The use of the Old English style at the garage is rare at the State level.

The Glen Orrong Commercial Precinct is comparable to:

- South Caulfield Shopping Centre and Environs, South Caulfield (HO66) – early shopping strip established in the 1860s at the corner of Glenhuntly and Hawthorn roads, although its extant buildings relate mainly to the Interwar period when it underwent intensive development. It includes a cluster of two storey shops that are well-resolved examples of the Old English style (714-722 Glenhuntly Road).
- Elsternwick Commercial & Public Precinct (part of HO72, recommended for a separate HO) – municipality's preeminent shopping strip. It encompasses a blend of periods and styles, with Interwar period shops forming an interspersed infill layer. Of the shops erected during the 1920s and 1930s, they generally display an Arts and Crafts aesthetic. The Old English and Moderne styles are not prevalent.
- Ormond Precinct environs (HO75) – small group of retail buildings dating to the Federation and Interwar periods in the vicinity of McKinnon Railway Station and part of a much larger residential precinct. A group of two storey shops, erected in the 1920s, exhibit a simplified classicalism similar to the single storey examples in the Glen Orrong Commercial Precinct.
- Bentleigh Retail Precinct (recommended for a HO) – mainly Interwar commercial buildings with some Post-WWII period examples on Centre Road in the vicinity of Bentleigh Railway Station. Several examples constructed during the 1930s have a streamlined character, indicative of the Moderne style.
- Carnegie Retail Precinct (recommend for a HO) – a commercial strip in Koornang Road near the railway station with building stock from the late Federation to the early Post-WWII periods, though mainly dating to the Interwar period. A few buildings reflect the Moderne idiom.

Condition

Good

Integrity

Largely intact

Previous Assessment

Andrew Ward, *City of Caulfield Conservation Study*, Survey sheet 13 (1990):

- Nos 254-258 – local significance (C grade),
- Nos 240-246 – local interest (D grade),
- Nos 248-252 and nos 270-276 – not significant.

258 Glen Eira Road is also classified by the National Trust (VIC) at the State Level – File no. B6759.²⁶

²⁵ *Sand & McDougall's Directories*, 1960-65; and Google Street View, the earlier building stood as of November 2007.

The citation for 258 Glen Eira Road in the *Glen Eira Heritage Management Plan* (Andrew Ward) also identifies no. 254 as significant (presumably including nos 254A and 256). Under the *Schedule to the Heritage Overlay* however, only no. 258 was included.

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 an expansion of the existing HO24 (258 Glen Eira Road) to include the land associated with the following:

- Glen Eira Road: nos 240, 240A, 242, 246, 248, 250, 252, 255, 255A, 256, 258, 260, 262, 264, 268, 270, 274, 274A and 276 (south side only)



Recommended extent of the Heritage Overlay
(Source: Nearmap, depicting April 2019)