

CITY OF GLEN EIRA

AMENDMENT C201

MURRUMBEENA VILLAGE PRECINCT

STATEMENT OF EXPERT EVIDENCE



Prepared for

Marcus Lane Group

On behalf of the City of Glen Eira

4 May 2020



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A: INTRODUCTION

A1 BACKGROUND & BRIEF

This Expert Witness Statement was commissioned by the Marcus Lane Group, on behalf of the City of Glen Eira, for the Independent Panel appointed to consider submissions received in response to the exhibition of City of Glen Eira Council Planning Scheme Amendment C201. This amendment proposes to apply a heritage overlay to the Murrumbeena Village Precinct, which comprises commercial and retail buildings along Neerim Road and Murrumbeena Road in Murrumbeena.

I have been briefed to provide my views on the heritage consideration of Amendment C201, encapsulating responses to submissions that have been received as well as to outline my ongoing involvement in the preparation of the relevant documentation.

A2 STATEMENT OF QUALIFICATIONS AND EXPERIENCE

My name is Simon Reeves and I am the Director and Principal of Built Heritage Pty Ltd, a firm of architectural historians and heritage consultants based in Emerald, Victoria. I am an architecture graduate, holding the degrees of *Bachelor of Planning & Design* and *Bachelor of Architecture (Hons)* from the University of Melbourne, conferred respectively in 1994 and 1998.

Since 1998 I have worked full-time as an architectural historian and heritage consultant, initially with Allom Lovell & Associates (1998-2002) and then with Heritage Alliance (2002-2009). In January 2009, I established my own practice, Built Heritage Pty Ltd, to specialise in twentieth century heritage and, particularly, the heritage of the post-WW2 era.

Since forming my own practice in 2009, I have been commissioned to undertake several large-scale heritage projects for municipal councils, notably the *Shire of Bass Coast Heritage Study (Stage 2): Post-Panel Implementation* (2009), the *City of Boroondara Thematic Environmental History* (2011), the *Balwyn & Balwyn North Heritage Study* (2012-13), the *City of Whitehorse Post-1945 Heritage Study* (2013-14), Stage Two of the *Frankston City Post-War Heritage Study* (2014-15), and the *City of Maroondah Heritage Review* (2017-18).

I have completed individual heritage assessments (or other smaller-scale heritage projects) for the City of Maribyrnong, City of Brimbank, City of Boroondara, City of Greater Dandenong, Mornington Peninsula Shire Council and the City of Ballarat. My experience in dealing with heritage issues in local government also encapsulates stints as regular heritage advisor to the Rural City of Swan Hill (2002-2009), the Shire of Gannawarra (2002-2009), the City of Brimbank (2003-2004) and the Shire of Bass Coast (2002-2012). At various times, I have also provided casual or locum heritage advice to the Cities of Maribyrnong, Moreland and Maroondah (in the latter case, from August 2018 to date).

I have appeared as an expert witness in heritage matters on many occasions, including at VCAT hearings, registration hearings held by the Heritage Council, and independent panel hearings for planning scheme amendments for the Cities of Bayside, Boroondara, Melbourne, Port Phillip, Whitehorse, Wyndham and the Shire of Mornington Peninsula.

I am currently a member of ICOMOS International, and have, at various other times, been a member of DoCoMoMo Australia, the National Trust of Australia (Victoria), the Society of Architectural Historians of Australia & New Zealand (SAHANZ), the Art Deco & Modernism Society of Victoria, the Walter Burley Griffin Society, the Australian Garden History Society and the Robin Boyd Foundation.

A full *Curriculum Vitae* is included as in Appendix 5 of this statement.

A3 STATEMENT OF AUTHORSHIP

This expert witness statement, and the component tasks of historical research, fieldwork and analysis that underpins it, represents the work of Simon Reeves. There have been no other significant contributors to this statement. With the exception of those whose work or opinion has been quoted and referenced in the text to support my own viewpoint, no other persons have carried out any tests, experiments or investigations upon which I have relied.

A4 ERRATA

At the time that I prepared this statement, I had been provided with a copy of Council's Part A submission. It came to my attention that, under Point 45 (page 9 of that document), it was noted that the Murrumbeena Road shops had been mentioned in the environmental history prepared as part of Andrew Ward's *City of Glen Eira Heritage Management Plan* (Volume 1, p 63). The quoted reference, however, does not actually relate to those commercial buildings now identified as part of the proposed Murrumbeena Village Precinct, but, rather, to another smaller group of shops further south, near the Duncan McKinnon Reserve, associated with the AV Jennings housing estate. As such, this reference should not have been cited in the Part A submission to suggest that the buildings in the proposed precinct had been mentioned in Ward's environmental history.

While the shops within the proposed Murrumbeena Village Precinct are not specifically mentioned in Ward's environmental history, there is a brief mention (Volume 1, p 34) of the *Murrumbeena Reserve Estate* (1888), the subdivision of which initially prompted the commercial development along the north side of Neerim Road, west of Murrumbeena Road.

It might also be pointed out that Ward's environmental history is currently in the process of being revised, expanded and updated, although the draft has not yet been publicly released.

A5 DECLARATION

I have made all the inquiries that I believe are desirable and appropriate and no matters of significance which I regard as relevant have to my knowledge been withheld from the Panel.



4 May 2020

B: METHODOLOGY

B1 THE HIDDEN GEMS

B1.1 The Hidden Gems List

The Murrumbeena Village Precinct was identified, researched, assessed and documented as part of a broader heritage study commissioned by the City of Glen Eira (hereafter CGE), referred to as the *Hidden Gems & Post-War Heritage Study 2020*. This was not intended as a municipality-wide review, but rather as a more focused ‘gap study’ to consider the heritage significance of two groups of places, effectively separated by date into pre-WW2 and post-WW2 eras. The post-WW2 places were to be identified by the consultant, who is an acknowledged expert in that particular subject. The pre-WW2 places were not identified by the consultant but, rather, were drawn from a list of places, nicknamed the ‘Hidden Gems’, compiled in-house by the CGE. This list consolidated a number of places or areas of potential significance, gleaned from the following sources:

- Places designated as C-graded in Andrew Ward’s 1996 heritage study;
- Places nominated by CGE staff (including heritage planner and urban designer);
- Places nominated by the Glen Eira Historical Society, Inc (hereafter GEHS);
- Places nominated by local residents/property owners

At the project inception meeting on 23 May 2019, I was provided with a hardcopy of the 31pp document entitled ‘Hidden Gems List’. This comprised fifty entries pertaining to 46 individual places and four small precincts. Each entry contained an address and recent photograph/s (most gleaned from Google StreetView), as well as a note identifying the source of the nomination (ie, council officer, GEHS or local resident).

The places documented in the ‘Hidden Gems List’ included a two-storey Victorian-era residential shop addressed as 430-434 Neerim Road, Murrumbeena. The entry for this property, on page 25 of the list (see Appendix 1), included two recent photographs (drawn from Google StreetView), along with the caption “possibly oldest shop in Murrumbeena”. It was stated that the building had been nominated for inclusion in the study by a member of the public, and was further noted that “Murrumbeena Shopping Centre is a fairly intact interwar shopping village – could make a good precinct”. This possibility was flagged elsewhere in the document, where, on page 22, there was a brief entry stating only “Along Neerim Road and Murrumbeena Roads, Murrumbeena”. This was attributed to three members of CGE staff. No photographs, however, were included.

B1.2 Supplementary Nominations

On 29 May 2019, a week after the inception meeting, the CGE emailed me a PDF document containing a selection of historic photographs of the shopping strip focused on Neerim Road and Murrumbeena road in Murrumbeena. These images included general streetscapes as well as views of individual buildings, namely *Wardrop’s Buildings* at 77-79 Murrumbeena Road, the aforementioned Victorian-era residential shop, and a row of six inter-war residential shops at 476-486 Neerim Road. Captions to the photographs recorded that they had been sourced from the Glen Eira Historical Society, the Public Record Office of Victoria, and Colin Smith’s book *Merric Boyd and Murrumbeena: The Life of an Artist in a Time and a Place* (2013).

On 6 June 2019, I received an email from the CGE that provided some further nominations to be considered as part of the Hidden Gems set. These comprised two further commercial buildings in Murrumbeena: *Wardrop’s Buildings* at 77-79 Murrumbeena Road and the row of six inter-war shops at 476-486 Neerim Road. The same email also drew my attention to another row of five inter-war shops along the south side of Neerim Road, described as being erected on railway-owned land, and retaining intact shopfronts.

B2 THE OUTLINE CITATIONS

The next phase of the project was to provide a provisional appraisal of the Hidden Gems places (as well as the post-WW2 places that were being identified in parallel) in a form referred to as Outline Citations. Each Outline Citation was to comprise a single A4 page with a current photograph of the building/s and brief historical and descriptive notes (including the date of construction). For each place, a rating would be given (low, medium or high) to indicate its potential for individual significance at a local level, its perceived level of threat, and, thence, its priority for expansion into a full-fledged citation. A total of one hundred outline citations were to be prepared: fifty for the Hidden Gems, and fifty for the post-WW2 places. Upon completion, these Outline Citations were to be reviewed by the CGE, and I would be advised which ones had been chosen to be developed and expanded into full-fledged heritage citations.

The fieldwork for the Outline Citations took place over a series of non-consecutive days between 27 June and 16 July, with places located in Murrumbeena being visited on 1 July. On that day, I spent approximately fifteen minutes inspecting the exterior of the commercial properties along Neerim Road and Murrumbeena Road, taking a total of forty digital photographs. These included multiple images of the three specific sites flagged for individual Outline Citations (ie, *Wardrop's Buildings*, the Victorian-era shop, and the row of six inter-war shops), as well as a several generic streetscape views, details of some of the more intact shopfronts, and some remnant painted signage and murals that appeared to be of potential interest.

Upon completion of the fieldwork, work commenced on the preparation of Outline Citations. The construction dates for the three commercial buildings in Murrumbeena were established using primary sources. The dates of the Victorian era shop and the row of six inter-war shops were confirmed by reference to the entries in the *Sands & McDougall Directory* and former City of Caulfield Rate Books (East Ward). The date of *Wardrop's Buildings*, recorded on the building's parapet as 1921, was verified by a contemporary newspaper article reporting the official opening in April of that year. Serendipitously, the same article noted that the building was the work of local designer/builder S D Page who, upon completion of the building, was commissioned to design the row of six shops further along Neerim Road.

During July 2019, as work on the Outline Citations was underway, I was advised by the CGE that a development application had been received for the site of the Victorian-era residential shop. As such, the completion of an Outline Citation for that property was considered a higher priority than the others. The citation (see Appendix 2) was submitted to CGE on 30 July 2019, three days in advance of the full draft report (containing all 100 of the Outline Citations) on 2 August 2019.

As mentioned above, each Outline Citation included a provision rating for its potential local significance, its perceived level of threat, and, its priority for expansion into a full-fledged citation. The three commercial buildings in Murrumbeena were rated as follows:

Address	Potential local significance	Perceived level of threat	Priority for full citation
430-434 Neerim Road, Murrumbeena	High	High	High
476-486 Neerim Road, Murrumbeena	Low	Medium	Low
77-79 Murrumbeena Road, Murrumbeena	Medium	High	Medium

It should be clarified that ratings for "potential for local significance" pertained to establishing a *prima facie* case for individual significance. For these three properties, the Outline Citation further noted that they were "also a candidate for inclusion in a precinct", on the basis that, even if a place was deemed a low priority for an individual citation, it could still be contributory in a precinct.

It might also be noted that “priority for full citation” reflected the reality that, while a total of 100 Outline Citations were prepared, the project budget allowed only 50 full citations to be prepared. Hence, priorities were allocated merely as a triage system. Designation of a particular property as a lower priority for a full citation does not necessarily mean that it might not be reconsidered for a citation as part of a future project, or that it is of no significance whatsoever.

After submission on 2 August, the draft report containing the consolidated Outline Citations was reviewed by CGE in anticipation of a Progress Meeting, scheduled for 20 August.

B3 THE FULL-LENGTH CITATION

On 13 August, I was requested by CGE to provide a fee proposal for completion of two full-length precinct citations for places that had been documented as Outline Citations. One of these full-length citations was for an area that the CGE designated as the ‘Murrumbeena Commercial Precinct’. I was provided with a copy of an aerial photograph, marked up by CGE to indicate a possible boundary for the precinct. The staff member stressed that I was in no way beholden to this indicative boundary, stating that “I have just drawn a vague line around a potential precinct and would obviously look to you to refine if required” (email, 13/08/2019; Figure 1). The next day, I was given approval to start work on the citation “anytime from now” (email, 14/8/2019).

B3.1 Fieldwork

Following the Progress Meeting at the Caulfield Town Hall on 20 August 2019, I returned to my home office via Murrumbeena, in order to undertake supplementary fieldwork to underpin a full-fledged precinct citation. I spent approximately twenty minutes on site, during which time around eighty digital photographs were taken. This included photographs of each individual building (both as seen from the street, and details of their shopfronts) as well as some general streetscape views. The buildings and other fabric in the precinct had not changed noticeably since the previous fieldwork was undertaken seven weeks earlier, on 1 July 2019.

B3.2 Historical research

In investigating the history of the shopping strip, I relied largely on primary sources. Street-by-street listings in the *Sands & McDougall Directory*, from the late 1880s to the early 1970s, gave a broad overview of the development of commercial activity, while reference to the former City of Caulfield Rate Books (East Ward) provided more accurate construction dates for individual buildings. Historic maps were useful, notably the subdivision plan for the original *Murrumbeena Reserve* estate (1887), and the MMBW sewerage detail plans covering the study area (1918). Archival newspapers revealed further information about specific shops and/or retailers (eg a brief article reporting the official opening of *Wardrop’s Buildings* in April 1921), as well as some contemporary streetscape photographs. Historical images were also gleaned from published secondary sources, notably Colin Smith’s, *Merric Boyd and Murrumbeena* (2013) and the Glen Eira Historical Society’s *Along the Line: Caulfield to Oakleigh Rail Stories* (2019). The front cover of the latter book bears a vintage photograph showing the original pair of Victorian-era residential shops at 430-434 Neerim Road (one of which has since been demolished).

My investigation of post-WW2 buildings, for the parallel component of the broader heritage study, identified one building of potential significance within what became defined as the Murrumbeena Village Precinct. This was a single-storey office building at 67 Murrumbeena Road, designed by architects Morrish, Nelson & Vaughan and profiled in the property column of the *Herald* newspaper in 1960. While it was ultimately not deemed to be of sufficient individual significance to justify a full-length citation in the post-WW2 study, it was considered an element of interest in the more localised context of Murrumbeena Village. As such, it was briefly mentioned in the citation, and illustrated by the architect’s perspective drawing from the *Herald*.



Figure 1: The marked-up aerial photograph that was supplied to the consultant on 13 August 2019

The historical component of the citation covered the development of the precinct spanning a full century, from the opening of the railway line (1879), the creation of the *Murrumbeena Reserve* estate (1887), the first wave of retail activity (early c1890s), the boom of early twentieth century commercial development (c1910-1935) and post-WW2 expansion and redevelopment up until the 1980s. Brief mention was made of more recent redevelopment since the 1990s, up to the removal of railway infrastructure associated with the construction of the elevated Skyrail.

B3.3 Description and mapping

A written description of the precinct was informed by the two phases of fieldwork, and to the digital photographs taken during that time. The original draft citation (see Appendix 3) described the precinct in ten paragraphs, initially giving a broad overview of the entire precinct followed by a more detailed chronological discussion, focusing on the remnant Victorian shops, early twentieth century shops (c1905-1935) and, finally, three paragraphs devoted to the post-WW2 fabric.

The discussion of post-WW2 buildings within the precinct observed that such places “tend to be sympathetic in scale, form and style to their pre-war counterparts”. It was noted that some of these shops exhibited “a little more architectural pretension”, with typical finishes and details of the 1950s and ‘60s such as angled shopfronts, mosaic tiling and slate cladding. Specific attention was drawn to the aforementioned office building at 67 Murrumbeena Road, and two former branch banks from the 1970s, noted as “the most architecturally interesting post-WW2 buildings in the precinct”. The final paragraph of the description noted the presence of vintage painted signage and some later twentieth century murals that were deemed to be of interest, and justified the proposed application of external paint controls as part of the heritage overlay.

The physical extent of the precinct, as outlined in the descriptive text, was codified by a map prepared by the consultants and included in the citation (Figure 2). This differed in some respects from the marked-up aerial photograph that the CGE had been provided to me on 13 August.

- At the north edge of the precinct, a small group of three pre-war shops on the east side of Murrumbeena Road [Nos 48, 48a and 50], north of Melbourne Street, was omitted. While these were of comparable form and date, they were considered to be visually separated from the bulk of the precinct, focused on the junctions of Neerim and Murrumbeena Roads;
- The rear boundary of the shops on the north side of Neerim Road (east of Murrumbeena Road), which had been nominally indicated as a straight diagonal line approximately half way between Melbourne Street and Neerim Road, was fine-tuned by me to step along the rear of the shop sites, thus excluding later commercial, industrial and residential development that had taken place along the south side of Melbourne Street
- At the south edge of the precinct, a two-storey post-WW2 block of four shops and offices on the east side of Murrumbeena Road [No 96, 96b, 98 and 98b] had been omitted in the rough CGE map, but was recommended to be included in the citation. Although dating from the late 1960s, the building was considered by me to be sympathetic to its pre-war counterparts in its form, materials and details;
- The east and west edges of the precinct was altered to exclude groups of aesthetically undistinguished post-WW2 buildings, including some small factories, workshops, office buildings and post-1980s apartment development. These were considered intrusive to the smaller-scaled pre-war retail character of the precinct. Following discussions with CGE planners, it was resolved to include the two pre-war motor garage buildings that effectively terminated the Neerim Road commercial streetscape [Nos 398 and 504]

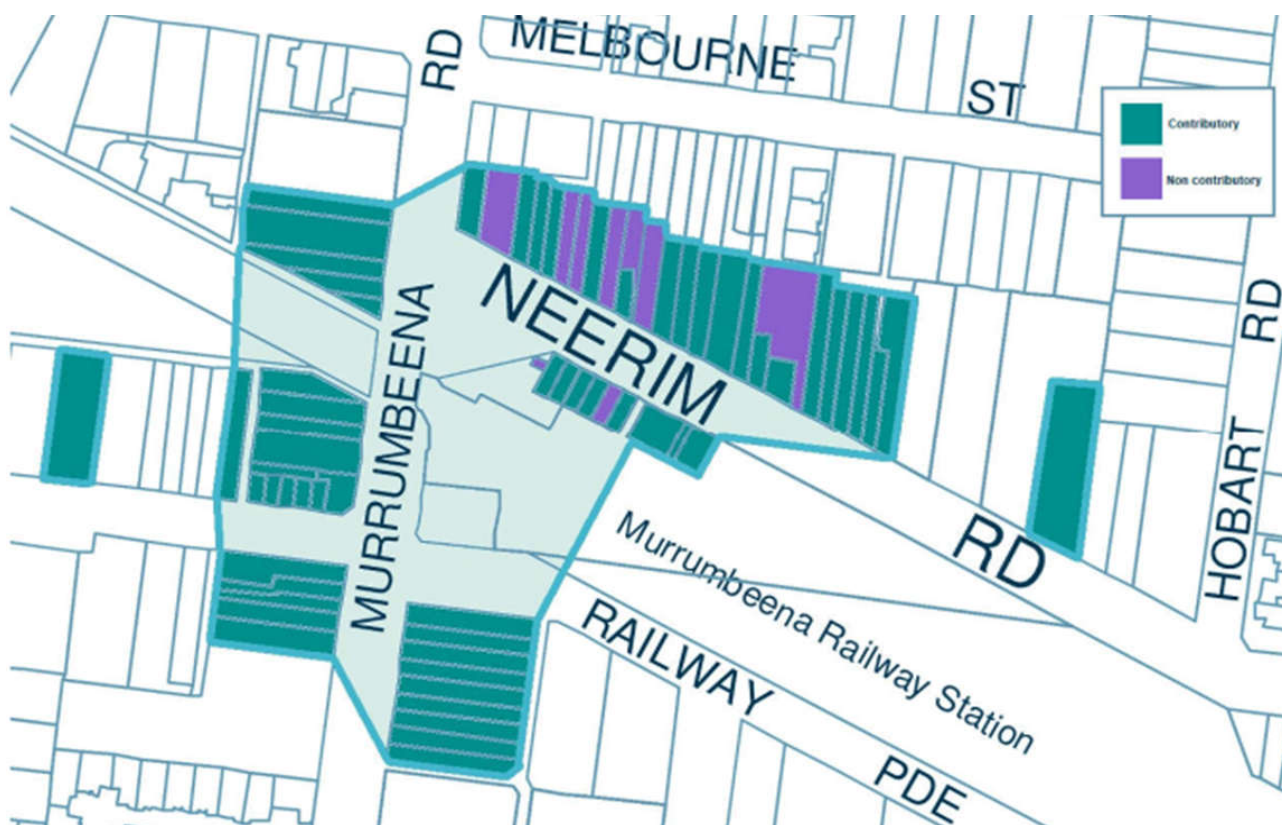


Figure 2: The boundaries of the proposed precinct, as depicted in the draft citation of 26 August 2019

B3.4 Comparative analysis

Comparative analysis was initially informed by a review of five other suburban commercial strips currently included on CGE's heritage overlay schedule: Glenhuntly Road, Caulfield South (HO66), Derby Road, Caulfield North (HO71), Glenhuntly Road, Elsternwick (part HO72), North Road, Ormond (part HO75) and McKinnon Road, McKinnon (part HO75). Comparative analysis also considered a number of similar commercial streetscapes that, at the time of writing, were not yet covered by heritage overlays, including the major retail strips of Centre Road, Bentleigh and Koornang Road, Carnegie. At the time, I do not recall being aware that the Bentleigh and Carnegie counterparts had recently been assessed as potential precincts by another firm, RBA Architects.

On 26 August 2019, I submitted a draft of the precinct citation to CGE (see Appendix 3).

B4 THE REVISED CITATION

B4.1 Text and formatting changes

On 27 August 2019, I was provided with preliminary feedback from CGE, in the form of a version of my citation that had been amended by hand, scanned and converted to a PDF file. The recommended revisions to the citation's text and formatting can be summarized as follows:

- Revise the date range from '1889-1970s' to reflect predominant pre-war character;
- Uncheck the recommendation for paint controls as part of the proposed HO;
- Deletion of descriptive text pertaining to post-WW2 fabric (ie, the final three paragraphs of the descriptive section). This included text pertaining to painted signage and murals, although CGE deemed it appropriate to retain brief reference to a council-owned mural in the walkways between the shops at Nos 469-471 Neerim Road;
- Relocate the list of specific addresses (under the heading 'Significant places') to form part of the Statement of Significance;
- Re-grade the post-WW2 places within the boundaries of the precinct from *contributory* to *non-contributory*;
- Minor changes to the comparative analysis section, where the HO numbers or official names of similar retail precincts, or street names, had not been cited correctly.
- Relocate the Statement of Significance to the front page of citation, in accordance with CGE's standard template;
- Delete final sentence of Statement of Significance, stating that "post-war buildings tend to be sympathetic in scale, form and design, and include some of interest in their own right such as the small office block (1960) and two modernist bank branches (1970s)

In addition to these revisions, CGE recommended that the Comparative Analysis in the draft citation be reworked to reflect the fact that two comparators under the heading of 'Commercial streetscapes without heritage overlays' had been assessed and recommended as heritage overlay precincts as part of an earlier review by RBA Architects. I was provided with copies of the draft citations pertaining to the proposed commercial precincts at Centre Road, Bentleigh, and Koornang Road, Carnegie, which formed part of a 2018 heritage project entitled *Glen Eira Heritage Review of Bentleigh and Carnegie Structure Plan Areas (Commercial)*.

B4.2 Mapping Changes

The CGE also requested that the mapping be updated. A copy of my original map was provided, marked up by hand to indicate the recommended revisions (Figure 3). These changes can be summarized as follows:

- Stepping the east boundary around the Skyrail station site, rather than bisecting it;
- Omitting the post-WW2 shop/office block at the south edge of the precinct;
- Re-grading other post-WW2 buildings in the precinct as *non-contributory* elements
- Extending the rear boundary of those shop sites along the north side of Neerim Road (east of Murrumbeena Road) so that it extended all the way to Melbourne Road. I was advised by CGE that this was the preferred option, as it responded to existing title boundaries. In this way, the precinct would include the post-WW2 brick addition at the rear of the Victorian-era shop site at 430-434 Neerim Road, as well as other more recent residential buildings addressed as 19, 21, 23 Melbourne Street. A stand-alone warehouse-like building at 25 Melbourne Street would not be included in the precinct.

My recollection is that CGE requested these mapping changes so that my citation would be consistent with the Council's standard approach to heritage precincts, and to citations that had been prepared by other consultants. As such, I did not deem it appropriate to challenge the proposed revisions.

B4.3 Reissue of citation

After updating the citation in accordance with the revisions requested by CGE, a revised and updated version (including amended map; see Figure 4) was issued the following day, dated 28 August 2019. Aside from the changes specifically requested by the CGE, I considered it appropriate to insert an additional explanatory comment at the end of the Statement of Significance, clarifying that properties with their principal frontage to Melbourne Street, while included within the boundaries of the precinct, were deemed to be *non-contributory* elements.

B5 AMENDMENT SUBMISSIONS

On December 2019, the CGE emailed me a document that consolidated all of the submissions received following exhibition of Amendment C201, including the heritage citation. I was also provided with a summary table of the submissions (and the issues raised therein), and requested to provide preliminary responses by inserting brief text into the pro-forma table. I did so, responding only in general terms to the issues as they had been summarized in the table. The table was completed and submitted to CGE on 23 December 2019. I did not consider that any of the issues raised in the submissions successfully challenged the level of significance that I had ascribed to the precinct, nor did I consider that the citation itself required any further revision in the light of the matters raised.

B6 INTEGRATION OF CITATION INTO DRAFT REPORT

In early 2020, work continued on the completion of full-length citations for other shortlisted properties in the Hidden Gems list, as well as the post-WW2 places identified in parallel. When all the citations were consolidated into a stand-alone report, issued to CGE on 6 March 2020, the citation for the Murrumbeena Village Precinct (as finalised on 28 August 2019) was included. While the content of the citation proper was not altered during its migration into the master document, the final two lines were amended as follows. The authorship credit that was deemed necessary when the document was issued as a stand-alone citation (ie, "Citation prepared by Simon Reeves, Built Heritage Pty Ltd, 28 August 2019") was deleted, as it was no longer required. In its place, to achieve consistency with the other citations in the report, the original source of the nomination was recorded there instead.

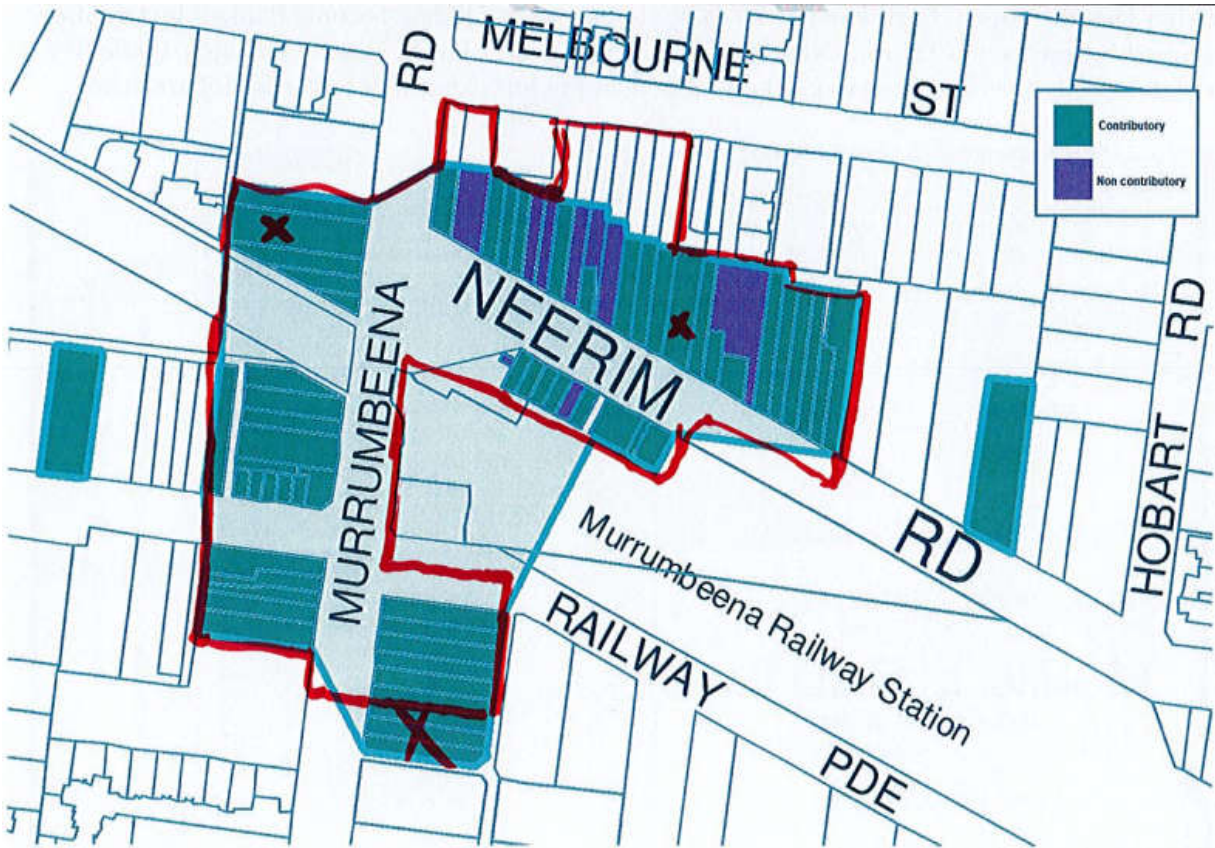


Figure 3: The map in the draft citation, as marked up by CGE to show proposed revisions, 27 August 2019
Note northern boundary altered to step around properties with frontage to Melbourne Street.

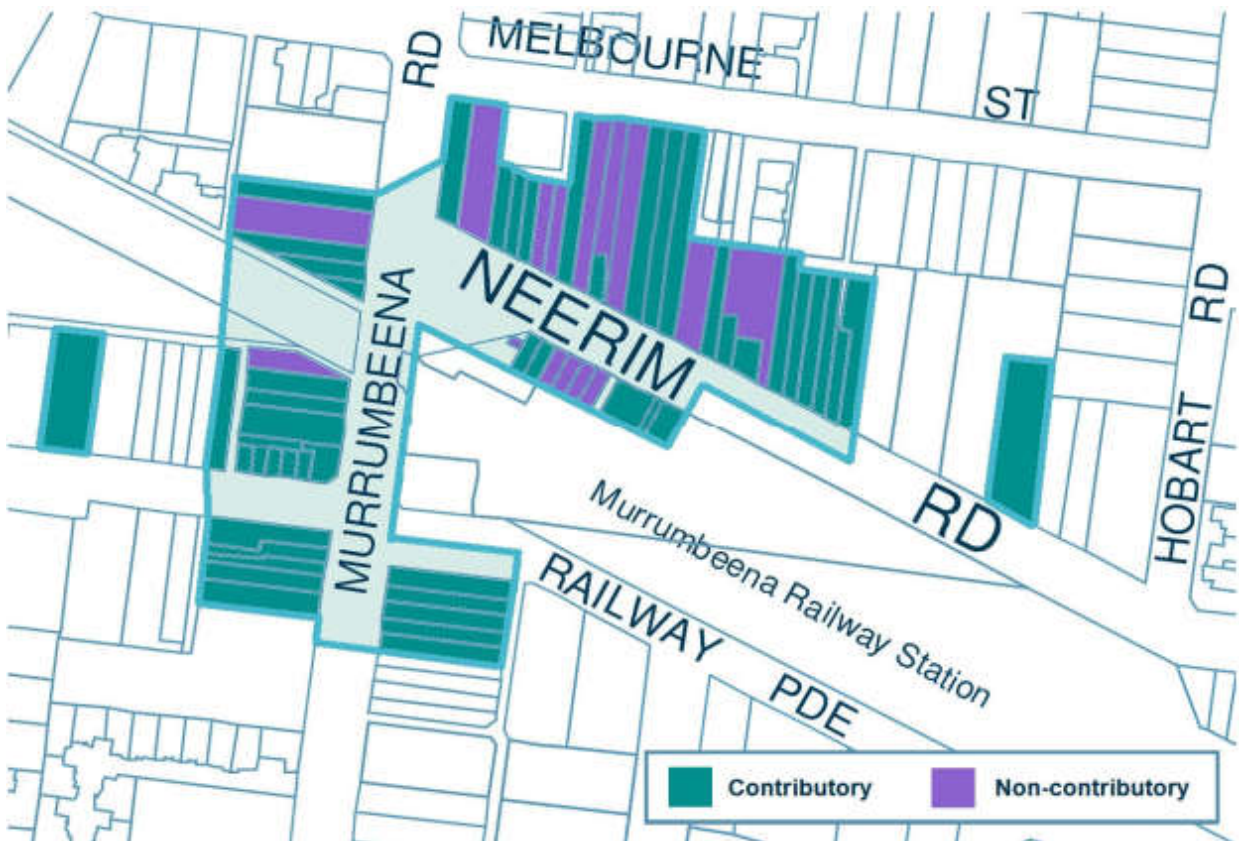


Figure 4: The map in the final (exhibited) citation, amended in accordance with above, 28 August 2019;
Note altered boundaries and re-grading of post-WW2 places as non-contributory

C: DETAILED RESPONSES

C1 RESPONSES TO QUESTIONS FROM PANEL

In the Directions Letter, dated 17 March 2020 (Document PPV L4), the following specific requirements of the expert witness report were noted under Point 12:

The Panel would be particularly interested in:

- a) why Murrumbeena Village is considered to be an intact precinct;*
- b) the appropriate threshold for determining whether a building contributes to the precinct;*
- c) how the precinct would be affected if properties identified in submissions were excluded.*

These three questions are addressed below.

C1.1 Why is Murrumbeena Village considered to be an intact precinct?

While Victorian Planning Practice Note No 1 (*Applying the Heritage Overlay*) does not provide a precise mathematical formula for quantifying the intactness of a precinct, it is generally considered that an area or streetscape should contain more places considered to be *contributory* than those considered to be *non-contributory*. This broad methodological approach is typified by a comment made in the *City of Yarra Gap Heritage Study* (2009), prepared by Graeme Butler & Associate, that “selection of potential heritage areas in Stage One was on the basis of at least 50% contributory sites of those identified within the preliminary boundaries”.¹

Obviously, the threshold for what constitutes an intact or cohesive precinct varies from consultant to consultant, not to mention the size, type and era of the precinct. Due to the intrinsic variables, the office of Built Heritage Pty Ltd does not adhere to a hard-and-fast rule regarding the minimum number of contributory buildings before an area or streetscape might be considered to constitute a heritage precinct, although we tend to err on the side of a considerably higher minimum than the traditional 50-50 split, and particularly in the consideration of a non-residential precinct.

As mapped, the Murrumbeena Village Precinct consists of 66 sites with their principal frontages to Neerim Road or Murrumbeena Road. This includes some places (eg *Wardrop's Buildings*) that exist as part of a row or group of tenancies that was conceived and built as a single development. Of these 66 sites, 53 were graded as contributory to the precinct. This represents a proportion of 80% contributory places against 20% non-contributory. This is much higher than the traditional 50-50 split, and also the nominal 66-75% that we consider as our own ballpark minimum.

To place this in context, it is helpful to compare this figure with the corresponding proportions of contributory/non-contributory sites in other commercial precincts in the City of Glen Eira.

Precinct	Total sites	Contributory	Percentage
North Road, Ormond (part HO75)	15	15	100%
Derby Road, Caulfield East (HO71)	25	24	96%
Glen Huntly Tram Terminus Estate Shops, Koornang Road, Carnegie [proposed HO]	11	10	90%
Centre Road, Bentleigh [proposed HO]	71	61	86%
Koornang Road, Carnegie [proposed HO]	132	112	85%
Glenhuntly Road, Caulfield South (HO66)	65	55	84%
McKinnon Road, McKinnon (part HO75)	23	19	82%
Glenhuntly Road, Elsternwick (part HO72)	80	64	80%

¹ Graeme Butler & Associates, *City of Yarra Heritage Gap Study: Stage Two* (2009), p 23.

This table shows that the majority of commercial precincts/streetscapes in the municipality comprise between 80% and 86% contributory places. Higher proportions are less common, and typically relate to much smaller and more concentrated precincts (generally a single streetscape or even just a portion of a streetscape). As such, the proportion of contributory places in the Murrumbeena Village Precinct must be considered on par with counterparts elsewhere.

C1.2 What is the appropriate threshold for determining whether a building contributes to the precinct?

The Murrumbeena Village Precinct was considered to reach the threshold for local significance as a substantially intact commercial precinct, with built fabric that provides evidence of three key phases of development: its initial establishment (c1889-1892), its peak period of development (c1910-1937) and the subsequent phase of post-WW2 upgrading and redevelopment (c1950-75).

As such, the date of construction was probably the key factor in determining whether a building was considered to be a *contributory* element. The shops at 430 and 466 Neerim Road, both dating from c1890, represented the only surviving fabric from the Late Victorian origins of this local retail strip, and were thus deemed to be extremely important elements within the broader precinct. The early twentieth century buildings illustrate successive waves of expansion: a few surviving shops from the late Edwardian era (c1909-1916), a major boom during early inter-war period (c1920-1928), and only a few more in the leaner post-Depression years (c1934-37). All of these surviving buildings were thus deemed to contribute to the significance of the precinct.

In the initial version of our citation, dated 26 August 2019, the post-WW2 buildings within the precinct were designated as *contributory* places, as they were considered to be sympathetic in scale, form and detailing, and to be of some aesthetic or architectural interest in their own right. However, the CGE subsequently requested that they be re-graded as *non-contributory*.

The other threshold that was used to determine if a place was considered to be contributory was its physical intactness. Following a standard methodology adopted by our office, intactness of a building in a precinct is defined as whether or not it could be still be readily interpreted as a product of the era in which it was built. In this way, changes to the building can be taken into account, with a clear distinction made between alterations that are minor, reversible or still allow the original fabric to be understood, and those that have disfigured or defaced the building to the degree that it can no longer be readily interpreted as a product of its era.

The extent of alteration is a key factor in considering buildings in any commercial/retail precinct, as, by their very nature, such buildings tend to be cyclically upgraded and remodelled to reflect changing occupants, usages or consumer expectations. Remodelling or replacement of shopfronts is a recurring phenomenon, especially in the second half of the twentieth century. Original street canopies are often altered or dismantled, signage removed or overpainted, and the upper facades of residential shops modernized by removal of decorative elements and reconfiguration or infill of windows. Such changes are typical, and entirely to be expected, in any given commercial strip.

While the Murrumbeena Village Precinct includes a number of shops that retain an unusually high degree of physical integrity, with original pre-WW2 shopfronts, it does not follow that these are the only places that should be considered as contributory. Other shops have admittedly been altered in various ways, principally the following:

- Replacement of shopfronts (eg 430 Neerim Road; 63, 65 and 87 Murrumbeena Road);
- Overpainting of face brickwork (eg 83 and 83a Murrumbeena Road);
- Glazed infill to balconies at upper level (eg 55, 63 and 85 Murrumbeena Road);
- Reconfiguration of windows at upper level (eg 476 and 478 Neerim Road)

It is maintained that, despite such changes, these buildings remain easily recognisable as pre-WW2 commercial buildings and, as such, are deemed to contribute to the significance of the precinct.

C1.3 How would the precinct be affected if properties identified in submissions were excluded?

The objecting submissions pertain to the following buildings (or groups/rows of buildings):

Address	Date	Description
48a Murrumbeena Road	c1923	Two storey residential shop
50 Murrumbeena Road	c1924	Single storey shop (formerly No 48b)
51-53 Murrumbeena Road	c2009	Two-storey apartment block with wide frontage
55 Murrumbeena Road	1920	Two storey residential shop
69-71 Murrumbeena Road	1923	Two storey residential shop (pair)
77 Murrumbeena Road	1921	Shop with office above (part of <i>Wardrop's Building</i>)
85 Murrumbeena Road	1922	Two storey residential shop
87 Murrumbeena Road	1922	Single storey shop
90-92 Murrumbeena Road	1934	Two storey residential shop (pair)
94 Murrumbeena Road	1924	Two-storey bank branch (ex State Savings Bank)
414-422 Neerim Road	1921	Single-storey shop row (part of <i>Wardrop's Building</i>)
430-434 Neerim Road	1890	Late Victorian residential shop
438 Neerim Road	1934	Two-storey residential shop (very intact shopfront)
450 Neerim Road	1920	Single storey shop
484 Neerim Road	1922	Single storey shop (part of a row of six)
486 Neerim Road	1922	Single storey shop (part of a row of six)
508 Neerim Road	c1952	Single-storey garage/workshop (post-WW2)

It should be pointed out that the properties highlighted in pale grey (ie, the first three addresses on the list, and the last one) are all buildings that were not actually included within the boundaries of the proposed precinct. The group of three inter-war shops at 48, 48a and 50 Murrumbeena Road was deemed to be too visually separated from the remainder of the commercial streetscape, while the properties at 51-53 Murrumbeena Road, and 508 Neerim Road, are both post-WW2 buildings of no particular aesthetic distinction, which would otherwise be considered *non-contributory*.

Eliminating these four properties from further consideration, this leaves thirteen buildings (or group of buildings) that are located within the boundaries of the proposed precinct, and were all considered to be *contributory*. The majority of these buildings are substantially intact inter-war shops dating from a peak period of expansion (c1920 to c1934). The one exception is the Victorian-era residential shop at 430 Neerim Road, which provides rare evidence of the precinct's initial phase of development. All thirteen properties are thus deemed to reflect the heritage significance that has been ascribed to the precinct. If these thirteen properties were to be removed from the precinct, its overall cohesion would be severely diminished, and thus also its significance.

This can be illustrated by the following map, which has been marked up to show the contributory places that would remain if these thirteen disputed sites were to be excluded from the precinct. In effect, the precinct would be reduced to a series of isolated clusters of inter-war shops, mostly as groups of three (eg 61-65 and 81-83a Murrumbeena Road; 456-460 Neerim Road), plus two groups of four (466-472 and 476-482 Neerim Road), one group of five (465-473 Neerim Road), a few pairs, and half a dozen scattered single specimens. This could no longer be considered to constitute a cohesive commercial streetscape, and the proposed precinct would have to be abandoned.

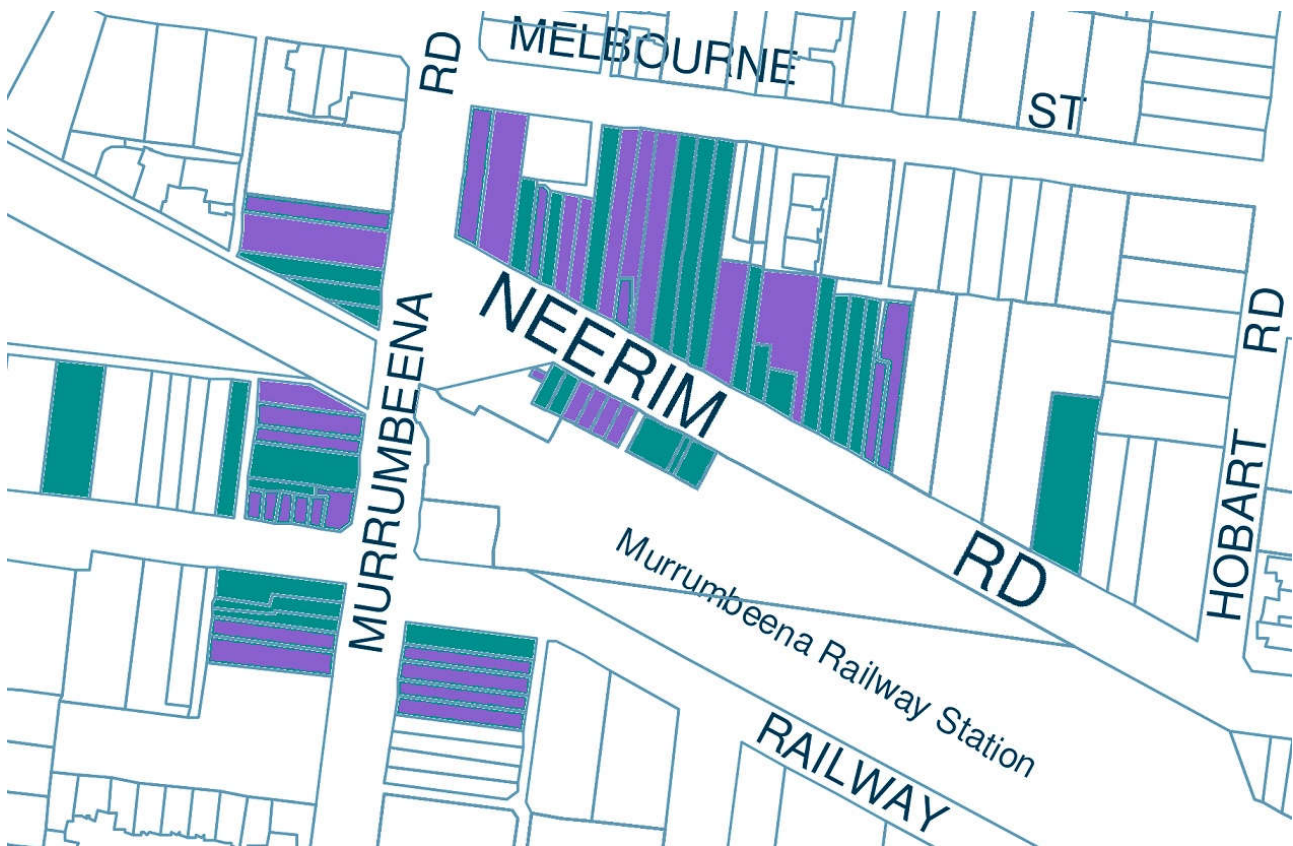


Figure 5: Precinct map, as amended to indicate disputed properties re-graded as non-contributory

C2 RESPONSES TO SUBMISSIONS

C.2.1 Submission 1 (87 Murrumbeena Road)

- *I don't believe the façade has any characteristics to heritage.*

Erected in 1922, the subject property is a single-storey brick shop with a hipped roof that is concealed from the street by a stepped parapet, enlivened with moulded coping. Although the shop has been altered with a new cantilevered canopy and aluminium-framed shopfront, it can be readily interpreted as an inter-war shop. Its parapet detailing, with concave edges and moulded stringcourse, is a little more ornate than some of the other 1920s shops in the precinct.

- *The property façade has been rendered with stipple finish and painted*

When seen from street level, the building's parapet appears to have a smooth rendered finish, which is entirely typical of the era. Overpainting of a previously painted surface cannot be seen as an alteration that has fundamentally defaced the building. While the current colour scheme (in a deep red tone) is perhaps not particularly evocative of the inter-war era, it is hardly intrusive, and, in any case, could be easily repainted at any time.

- *The shop front is modern extruded aluminium material which is not what it was like built in the early 1900s.*

As already noted (see Section C1.2), replacement of an original shopfront is not considered to be adequate justification for a building to be graded as non-contributory, when it is otherwise sufficiently evocative of a typical inter-war shop.

- *There is no value to heritage to the area what so ever.*

As an early 1920s shop that retains an original (and distinctive) parapet, the building makes a contribution to the precinct and is in accordance with the significance that has been ascribed to it.

- *I don't want any such planning restrictions for any future development that I may wish to take up in the future*

Not a heritage issue as such (no response required from me)

C.2.2 Submission 2 (430-434 Neerim Road)

- *The Amendment is inconsistent with the overarching objectives of the state planning policies...*

Not a heritage issue as such (no response required from me)

- *The Amendment lacks strategic vigour [sic] and should have been prepared as part of comprehensive strategic planning work.....*

Not a heritage issue as such (no response required from me).

- *The report prepared by Mr Simon Reeves overstates the significance of the precinct. We note almost half of the buildings on the northern side of the railway line are non-contributory buildings according to Mr Reeves.*

The issue of the proportion of contributory vs non-contributory buildings has been addressed elsewhere (see Section C1.1). The submitter's representative is incorrect in asserting that "almost half" of the properties north of the railway line are non-contributory. The precinct contains 39 properties north of the railway line, of which thirty have been graded as contributory and only nine as non-contributory. This means that non-contributory buildings in this part of the precinct equate to a mere 22%, which, far from being "almost half", is actually less than one quarter.

It might be further noted that, when the proportion of contributory vs non-contributory places is considered across the entire precinct, rather than arbitrarily considering only those places north of the railway line, the overall proportion of non-contributory places is even lower, at 20%.

As such, it cannot be sustained that I have overstated the significance of the precinct, when in fact the submitter's representative has merely overstated the percentage of non-contributory places.

- *The existing building at 430 Neerim Road has been significantly altered and has little or no aesthetic value, where it comprises a double shopfront to Neerim Road, half of which is long removed.*

The question of intactness has been addressed elsewhere (see Section C.1.2). The building has admitted been altered by replacement of its shopfront and by the infilling of windows to the first floor of the Neerim Road frontage. However, it is not considered that these alterations have fundamentally disfigured the building to the point that it can no longer readily interpreted as a quintessential Late Victorian residential shop. Its Neerim Roads façade still retains a typical stepped rendered parapet with moulded piers, architraves and cornices, while the upper level of the Murrumbidgee Road façade is virtually unaltered, retaining a matching moulded parapet and all three original window openings with projecting sills and double-hung sashes.

While it is correct that the subject building was originally one of a pair, erected as a single development in 1889-90, the fact that the second shop has been demolished is not adequate justification for the subject building not to be considered significant. If anything, the loss of its partner serves only to increase the rarity of the corner shop, as one of only two surviving Victorian-era buildings in the entire precinct (and, moreover, the larger, grander and more prominently sited of the two). It clearly has aesthetic value, in addition to its historical value.

- *The ground floor comprises mid-twentieth century fabric to Neerim Road.*

The question of intactness, and specifically the replacement of shopfronts, has been addressed elsewhere (see Section C1.1). To re-iterate, the replacement of original shopfront is not considered adequate justification, in and of itself, for a building to be deemed non-contributory to a precinct.

- *The internal fabric is near non-existent*

It is rarely, if ever, appropriate to take into account the intactness of shop interiors when assessing a commercial/retail strip as a potential heritage precinct. Certainly no interior inspections were undertaken as part of the fieldwork for the Murrumbidgee Village Precinct. As such, the fact that the interior of the subject building has been altered, or entirely gutted, is not sufficient reason for the building itself not to be included in the precinct.

- *The rear [has been] demolished and extended as a warehouse in the mid-twentieth century.*

While the entire site of 430 Neerim Road has been mapped as a contributory place, this was done as a standard approach to respond to title boundaries. It is entirely to be expected that, in cases where an entire property has been mapped as a contributory place, it is likely to contain elements, such as later rear additions or outbuildings, that do not relate to the significance of the precinct. The warehouse-like addition to the rear of the Victorian-era residential shop would certainly come under that heading. The citation certainly does not indicate that this rear addition is an element that would have to be retained if the property was considered for adaptive re-use.

- *It is our heritage advice that this building provides no real historical value in understanding its history or the history of the broader shopping centre.*

While the “heritage advice” referred to here has not yet been made available to me for scrutiny, it would seem difficult to sustain any argument that the building has “no real historical value” when it is demonstrably one of the two oldest surviving buildings in the precinct. Dating from 1889-90, it is associated with the earliest phase of commercial development along this part of Neerim Road. While a number of shops were built at that time, all but two of these were subsequently replaced, swallowed up by successive phases of commercial expansion in the early twentieth century. Today, only the two-storey residential shop at No 430, and a smaller single-storey shop at No 466, remain to provide rare evidence of the precinct’s origins in the Boom period of the late 1880s and early ‘90s. Contrary to what has been asserted, this certainly equates to “real historical value” that assists in “understanding the history of the broader shopping centre”.

C.2.3 Submission 3 (450 Neerim Road)

- *Skytrain [sic] was built to destroy the whole area as a heritage precinct. This is different from the other areas as Bentleigh etc.*

Although the Skyrail development resulted in the removal of all of the existing ground-level railway infrastructure, including pre-WW2 station building that was included on the heritage overlay schedule (HO132), the works did not actually necessitate the destruction of any pre-WW2 commercial buildings that might otherwise have contributed to the proposed precinct.

- *The Significant buildings can be listed heritage building as 430 Neerim Road*

During the early stages of the Hidden Gems heritage study, the Victorian-era residential shop at No 430 was initially nominated for consideration as a potential individual significance place, and was subject to preliminary assessment on that basis. Ultimately, however, the consultant deemed that it would be more appropriately protected as part of a broader commercial precinct. This is not to say that, if the proposed precinct were to be abandoned, the building might not be reconsidered as a potential individual heritage place.

- *Not conducive to the overall commercial development of the region*

Not a heritage issue as such (no response required from me)

- *There is no integrated plan for the development of the area around the heritage*

Not a heritage issue as such (no response required from me)

- *Another setback for the region's retail sector is Skyrail construction*

Not a heritage issue as such (no response required from me)

- *If thinking this area is of great value of heritage, please consider an acquisition*

Not a heritage issue as such (no response required from me)

- *I need a detailed description of which part of the existing building is heritage.*

Erected in 1920, the building at 450 Neerim Road is a single-storey brick shop with a hipped roof concealed from the street by a low parapet wall between two rendered piers with moulded capitals. One of the smaller shops in the precinct, it has a narrow street frontage, and extends back approximately ten metres before giving way to a skillion-roofed addition. Further north, there is an elongated gable-roofed building that is separately designated at No 452, and has narrow pedestrian access from Neerim Road. This rear building, which is not visible from Neerim Road, makes no contribution to the streetscape and is thus mapped as a non-contributory element.

While the entirety of the property at No 450 is mapped as a contributory element, it would seem reasonable (as noted elsewhere) that any non-original rear additions or outbuildings would not be considered part of the significant fabric. In this case, the original part of the shop, comprising the street façade and extent of the hip-roofed building, would be deemed contributory.

C.2.4 Submissions 4, 5, 6, 7, 8, 9, 10, 11 and 12 (no specific sites)

Note: these nine submissions are identical in content, effectively representing a verbatim cut-and-paste of material provided in Submission 1. As such, a collective response will be provided here, rather than individual responses. None of the submissions discusses any specific building in the precinct; rather, they provide only a generic opposition to the proposal.

- *The Amendment is inconsistent with the overarching objectives of the state planning policies...*

Not a heritage issue as such (no response required from me)

- *The Amendment lacks strategic vigour [sic] and should have been prepared as part of comprehensive strategic planning work.....*

Not a heritage issue as such (no response required from me).

- *The report prepared by Mr Simon Reeves overstates the significance of the precinct. We note almost half of the buildings on the northern side of the railway line are non-contributory buildings according to Mr Reeves.*

This matter has already been addressed. See section C2.2.

- *The Amendment is more likely to devalue our property and have significant negative impact on the revitalization of the Murrumbidgee retail/business precinct.*

Not a heritage issue as such (no response required from me).

C.2.5 Submission 13 (no specific site)

Note: this submission follows a similar format to the aforementioned nine submissions, initially citing the same four points (verbatim) but also expanding upon them to raising several other issues. As such, a separate response is deemed appropriate.

- *The Amendment is inconsistent with the overarching objectives of the state planning policies...*

Not a heritage issue as such (no response required from me)

- *The Amendment lacks strategic vigour [sic] and should have been prepared as part of comprehensive strategic planning work.....*

Not a heritage issue as such (no response required from me).

- *The report prepared by Mr Simon Reeves overstates the significance of the precinct. We note almost half of the buildings on the northern side of the railway line are non-contributory buildings according to Mr Reeves.*

This matter has already been addressed. See section C2.2.

- *The report fails to place adequate weight to the impact on the precinct of the earlier removal of the original railway building and footbridge.*

The heritage citation acknowledged that the ground-level railway infrastructure, including the heritage-listed railway station building, was removed in recent years to facilitate the Skyrail project. However, and as already noted elsewhere, the Skyrail project did not actually involve demolition of any commercial buildings along Neerim Road or Murrumbeena Road. As such, it cannot be concluded that the Skyrail project has diminished the historical or aesthetic significance of the precinct as a cohesive local commercial/retail strip.

- *The Murrumbeena retail/business precinct like many others smaller retail precincts located adjacent to rail stations suffers from high vacancy rates among the commercial tenancies and high turnover of tenancies. ... The survival of the commercial precinct is heavily reliant on strategically managed further development and the encouragement of dynamic retail offering.*

Not a heritage issue as such (no response required from me)

C.2.6 Submission 14 (no specific sites)

- *The correct due process has been ignored in this instance (no pre-amendment consultation has been carried out). The rights and welfare of myself and other property owners and rate payers have been neglected and overridden by persons/parties with vested interests. I am being personally victimised in the adoption of this proposed overlay, and rate payers are being bullied into a seemingly tacit approval, without consultation. The imposition of a Heritage Overlay affords me loss of control, financial insecurity and uncertainty, with the stressful and costly ongoing position of needing to deal with unwieldy bureaucratic departments and processes*

Not a heritage issue as such (no response required from me)

- *The reality is the citation prepared by Simon Reeves, Build [sic] Heritage Pty Ltd on 28th August, 2019 is a report prepared by persons with a vested interest in ongoing local government opportunities.*

Not a heritage issue as such (no response required from me)

- *Those that have visited the site will not find a nostalgic mix of buildings as portrayed by the black and white photos in the report, moreover the sprawling, overwhelming, intimidating metal colossus structure that dwarfs and dominates the area.*

The vintage photographs reproduced in the citation were included to illustrate the ongoing development of the precinct over many years, even if specific buildings may no longer be extant. The inclusion of such historic illustrations represents a standard and accepted methodology in the preparation of a citation for heritage precincts.

It is maintained that the precinct does contain what might be referred to as a “nostalgic mix of buildings”: two rare surviving commercial buildings from the late nineteenth century (c1889-90), several others from the early twentieth century (c1909-1916), many more from the early inter-war period (c1920-1928), some from the post-Depression era (c1934-37) and even a few well-designed buildings from the later post-WW2 period (c1960-75).

C.2.7 Submission 15 (no specific sites)

This submission, provided by a public utility, made no objection to the proposed precinct.

As such, no response is required from me.

C.2.8 Submission 16 (no specific sites)

- *We believe the amendment will deter all current and future owners and their tenants from investing in the Murrumbeena shopping village precinct.*

Not a heritage issue as such (no response required from me).

- *The current proposed amendment places too many restrictions over a shopping precinct that is dying and has been so for several years now.*

Not a heritage issue as such (no response required from me).

C.2.9 Submission 17 (77 Murrumbeena Road)

- *I believe the amendment will create a negative impact on my business and further investment in this building. I would like to continue being a part of this community and believe the proposed heritage listing would make it difficult for continual improvements of the space that I lease for my business.*

Not a heritage issue as such (no response required from me).

C.2.10 Submission 18 (no specific sites)

- *I believe the amendment will create a negative impact on my business and further investment in this building. I would like to continue being a part of this community and believe the proposed heritage listing would make it difficult for continual improvements of the space that I lease for my business.*

Not a heritage issue as such (no response required from me).

- *Although I accept that there may be a small number of buildings that have some historical aesthetic merit, an almost blanket heritage overlay is not appropriate.*

As outlined in the methodology (see sections B1 and B2), three sites within the proposed precinct were nominated for inclusion in the Hidden Gems project as potential individually significant heritage places. Preliminary assessment indicated that two of these places (the Victorian-era shop at 430 Neerim Road and *Wardrop's Building* at 77-79 Murrumbeena Road) were of especial interest and thus likely contenders for an individual citation, while the third (a row of six shops at 476-486 Neerim Road) was merely representative of its type and era. Ultimately, it was considered more appropriate for all three buildings to be protected as part of a broader precinct, along with various other commercial buildings that were substantially intact and representative of their type and era.

As the submitter has not further explained why he/she considered individual heritage overlays to be more appropriate than a “blanket” precinct overlay, no further response can be made.

- *As documented in the Built Heritage report, a lot of the original properties have been modified and their original uses have changed (ie not more petrol stations, butchers, banks etc).*

The issue of modifications to buildings has been addressed elsewhere (see section C1.2). To reiterate, I do not consider that the modifications to individual buildings have defaced them to the point that they can no longer be interpreted.

The fact that some or most of the buildings have no longer used for their original purpose is not pertinent to a case for heritage significance. Significance is not imbued only in those places that demonstrate a continuity of use. There are countless buildings on local heritage overlay schedules, and the *Victorian Heritage Register*, that are no longer used for the purpose for which they were built (eg shot towers, mental hospitals and masonic temples) but this does not somehow cancel out their importance.

- *In my view it is really a patchwork of building styles, especially along Murrumbeena Road (a main road)*

By their very nature, commercial streetscapes develop over time, as different property owners engage different architects to design buildings for different purposes. As such, it is entirely to be expected for individual buildings to reflect a diversity of aesthetic styles. This, in itself, is hardly a negative attribute to be dismissed as “patchwork”. As outlined in the citation, irrespective of style and era, the buildings in the precinct exhibit a sense of cohesion in scale, form and materials. This equally is true of the properties along Murrumbeena Road as it is of Neerim Road.

- *The only heritage values that exist are properties that maintain a retail use – which the existing zoning provides adequate controls.*

The assertion is entirely at odds with current heritage practice. In the *Burra Charter*, the use of a heritage place is discussed under Article 7. Although it is stated that “where the use of a place is of cultural significance, it should be retained”, it does not follow that cultural significance is necessarily diminished by a change of use. The charter goes on to state (Clause 7.2) that “a place should have a *compatible use*”. A compatible use might not be anything like its original use.

- *I fear that placing a heritage overlay will restrict development and further strangle economic development in the area, especially along Murrumbeena Road this a main road.*

Not a heritage issue as such (no response required from me).

C.2.11 Submission 19 (no specific sites)

- *I oppose any heritage overlay on the area as this would severely decrease the existing and future value of the properties.*

Not a heritage issue as such (no response required from me).

C.2.12 Submission 20 (69-71 Murrumbeena Road/412 Neerim Road)

- *While we appreciate Council's concerns for the proposed development of 430 Neerim Road, Murrumbeena, we believe the amendment will deter all current and future owners and their tenants from investing in the Murrumbeena shopping village precinct.*

Not a heritage issue as such (no response required from me).

- *The current proposed amendment places too many restrictions over a shopping precinct that is dying and has been so for several years now.*

Not a heritage issue as such (no response required from me).

C.2.13 Submission 21 (railway-owned land)

- *The Department [of Transport] has no concern with the proposed application of heritage controls to the identified properties along Neerim Road and Murrumbeena Roads. The DoT does however object to the application of the heritage overlay to the rail line and railway station... we additionally note that the Built Heritage Pty Ltd report does not identify any heritage significance of the new build elevated rail structure.*

It is correct that the citation does not ascribe any significance to the recently-reconstructed railway infrastructure, and, in fact, even specifically states (on page 2, under heading 'What is significant'), that "all infrastructure associated with the Skyrail" is deemed to be non-contributory.

Bearing in mind that the boundaries of the precinct have already been revised (at the request of CGE) to exclude railway-owned land on the east side of Murrumbeena Road, I would have no objection to the boundaries being further tweaked to exclude the corresponding railway-owned land on the west side of Murrumbeena Road.

C.2.14 Submissions 22, 23 (no specific sites)

These two submissions, in support of the proposed amendment, require no response from me.

APPENDIX 1: HIDDEN GEMS LIST

430-434 Neerim Road, Murrumbena – possibly oldest shop in Murrumbena
(Nominated by [REDACTED]) Murrumbena Neighbourhood Centre
Nb. Murrumbena Shopping Centre is a fairly intact Interwar shopping village – could make a good precinct



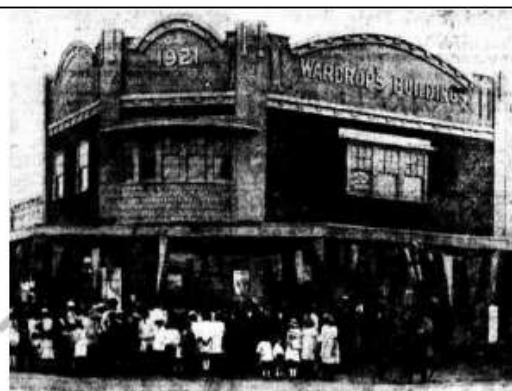


APPENDIX 2: OUTLINE CITATIONS

IDENTIFIER	WARDROP'S BUILDINGS		Citation No	HC37
Other name/s			Melway ref	69 A5
Address	77-79 Murrumbeena Road MURRUMBEENA	Date/s	1921	
Designer/s	S D Page	Builder/s	S D Page	



Photographs by Built Heritage Pty Ltd, June 2019



Photograph from the *Herald*, 6 April 1921

Heritage Group	Retail and Wholesale	Condition	Good
Heritage Category	Shop	Intactness	Good (shopfronts altered)
Potential for local significance	Medium (probably notable in a local context)		
Perceived level of threat	High (small commercial building on main road/corner site)		
Priority for full citation	MEDIUM (also candidate for inclusion in a precinct)		

Notes

Two-storey commercial building on corner site, with retail premises at lower level and lettable space upstairs. Shopfronts at street level have been altered but upper level façade remains intact, with painted brickwork, roughcast render, curved parapets, dentillated cornices, and windows with multi-paned sashes (including a bow window on the splayed corner, with shingled spandrel). The original name of the building, and date of construction, both remain prominent.

Building was erected in 1921 by tailor George Wardrop, founder of the prominent Melbourne business known for the slogan "Wardrop, my tailor". According to the *Herald*, the shops were designed and erected by S D Page, a prolific local builder. Original or early tenants included an ironmonger, confectioner, milliner, hairdresser and dentist.

May be an above-average example of the ubiquitous inter-war two-storey corner shop typology. Comparators that are similar in its scale, form and date would include those at 795 Glenhuntly Road, Caulfield South, and *Phillips Corner* at 145 Koornang Road, Carnegie (Gawler & Drummond, 1920), which is more intact as it even retains original shopfronts at street level.

Wardrop's Buildings would also be appropriate for inclusion in a heritage precinct of pre-war commercial/retail buildings extending along this part of Murrumbeena Road and Neerim Road.

Identified by

City of Glen Eira

IDENTIFIER	SHOP	Citation No	HG39
Other name/s		Melway ref	69 A5
Address	430-434 Neerim Road MURRUMBEENA	Date/s	c1890
Designer/s	Unknown	Builder/s	Alfred Ramsden?



Photographs by Built Heritage Pty Ltd, June 2019

Heritage Group	Retail and Wholesale	Condition	Good
Heritage Category	Shop	Intactness	Fair (much altered)
Potential for local significance	High (demonstrably notable in a local context)		
Perceived level of threat	High (small commercial building on main road/corner site)		
Priority for full citation	HIGH (also a candidate for inclusion in a precinct)		

Notes

Two-storey rendered masonry residential shop of typical late Victorian form. The Neerim Road frontage retains the original moulded parapet with rectangular pediment, but has otherwise been much altered by the apparent infilling of first floor windows and replacement of shopfront at street level (the current shopfront would appear to date from the 1950s). The Murrumbena Road elevation is more intact, with moulded cornices at both levels, and upstairs windows with projecting sills and timber-framed double-hung sashes.

Rate books indicate that the building dates back to at least as far as 1890, when it formed part of a small group of commercial premises along Neerim Road that were owned (and probably erected) by Alfred Ramsden, a leading Melbourne builder who would be declared insolvent in 1892. At that time, the shop at the Murrumbena Road corner was evidently occupied by Herbert Brine, grocer. It continued to serve as a grocery well into the twentieth century, notably operated by the Woodland family from the 1930s until at least the mid-1970s.

Despite alterations, it is considered that the building can still be readily interpreted as a Victorian-era residential shop. It demonstrably provides rare (or perhaps unique) evidence of early retail activity in Murrumbena, forming a lynchpin for the shopping strip that developed around it.

Identified by

Nominated by a member of the public

IDENTIFIER	SHOPS (ROW OF SIX)	Citation No	HG41
Other name/s		Melway ref	69 A5
Address	476-486 Neerim Road MURRUMBEENA	Date/s	1921
Designer/s	S D Page?	Builder/s	S D Page



Photographs by Built Heritage Pty Ltd, June 2019

Heritage Group	Retail and Wholesale	Condition	Good
Heritage Category	Shop	Intactness	Good (altered)
Potential for local significance	Low (probably only representative of their type)		
Perceived level of threat	Medium (commercial buildings on main road)		
Priority for full citation	LOW (but may be a candidate for inclusion in a precinct)		

Notes

Row of six two-storey brick residential shops. Shopfronts have been altered to a greater or lesser degree, but facades remain generally intact at first floor. Each of the six bays contains a segmental arched porch between two capped pilasters. Walls have a roughcast rendered finish, enlivened with ornamental brick detailing (overpainted) that includes stringcourses, voussoirs, diaperwork and projecting headers. Porches have stepped coping to the balustrade walls, and recessed panels of herringbone brickwork (also overpainted). All but one of the porches have been infilled, either by new timber-framed windows that follow the original arched form, or by conventional rectangular windows and new brickwork that has obscured the original arched form.

Rate books indicate that the six shops (originally numbered as 452, 452a, 452b, 454, 454a and 454b) was built in 1921 by George & Daisy Swan, proprietors of Swan's Dairy in Dalby Road. The shops were erected (and perhaps also designed) by prolific local builder S D Page, who had only recently designed and built *Wardrop's Buildings* in nearby Murrumbena Road.

The row of shops appears to be representative of its type and era, rather than a particularly outstanding specimen. There are many comparators in other inter-war shopping strips, such as Koornang Road, Carnegie (eg Nos 130-142), North Road, Ormond (eg Nos 471-475), etc.

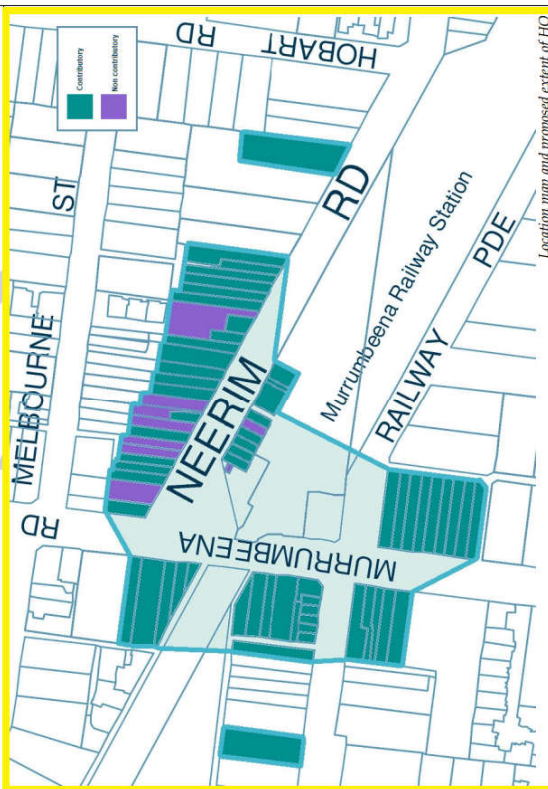
Identified by

City of Glen Eira

IDENTIFIER	MURRUMBEENA VILLAGE PRECINCT	Citation No	N/A
Other name/s	Murrumbena Shopping Centre	Melway ref	69 A5
Address	Neerim/Murrumbena Road	Date/s	1889-1970s (mostly c1910-1935)
	MURRUMBEENA		



North side of Neerim Road, June 2019



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

MURRUMBEENA VILLAGE PRECINCT

DRAFT as at 26 August 2019

1

History

Although Murrumbena 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 *Murrumbena Reserve* (bounded by Neerim, Murrumbena, 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 Murrumbena 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 Murrumbena 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 Hughan, 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.

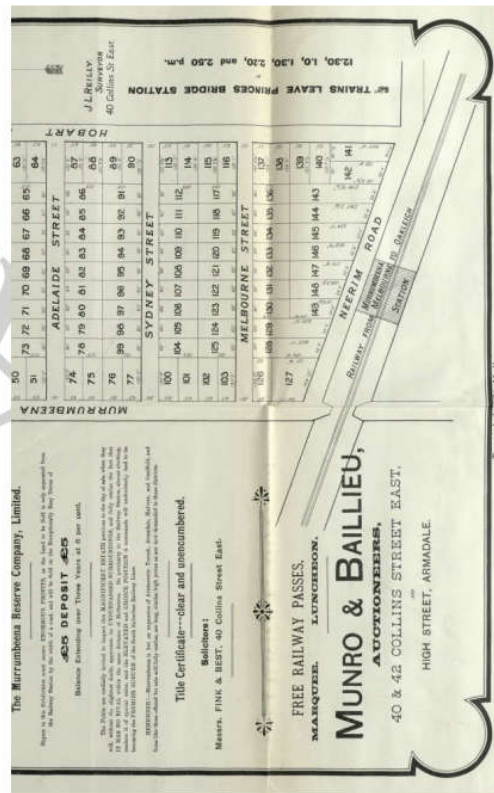


Figure 1: Excerpt of advertisement for auction of Murrumbena Reserve in October 1887, showing the twelve prime allotments along the north side of Neerim Road (Lots 127-129 and 141-149)
(Source: Map Collection, State Library of Victoria)

DRAFT as at 26 August 2019

MURRUMBEENA VILLAGE PRECINCT

2



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



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

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).

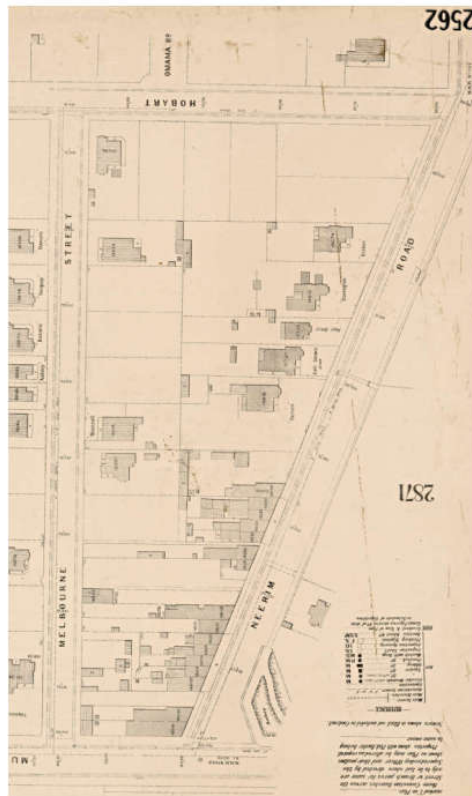


Figure 4: MMBW plan (1918), showing shops (left) and houses (right) on north side of Neerim Road.
(Source: Map Collection, State Library of Victoria)

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 rocky. Further afield, the largely vacant land along Murrumbidgee 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 Hawtong. In 1919, Hawtong moved into new premises along Murrumbidgee 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 Murrumbidgee 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 Murrumbidgee 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, costumer, 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, Pahrnan-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*.

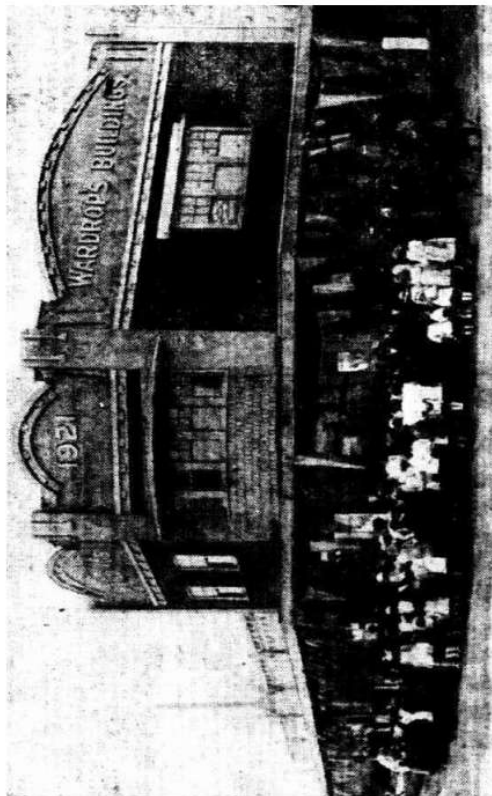


Figure 5: Official opening of Wardrop's Buildings on corner of Neerim and Murrumbidgee Roads, 1921 (source: *Herald*, 6 April 1921, p 4)

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 Murrumbidgee Road. By 1925, 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 83-85) and a commercial laundry (No 67). It was during this period that Victorian Railways made its controversial decision to allow the land around Murrumbidgee 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 Murrumbidgee 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 Murrumbidgee 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 *Sand's & McDougall Directory* for 1928 listed nearly sixty separate businesses along the intersecting stretches of Neerim Road and Murrumbidgee 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 rocky, circa 1926 (Source: Colin G Smith, *Merrie Boyd and Murrumbidgee*)



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

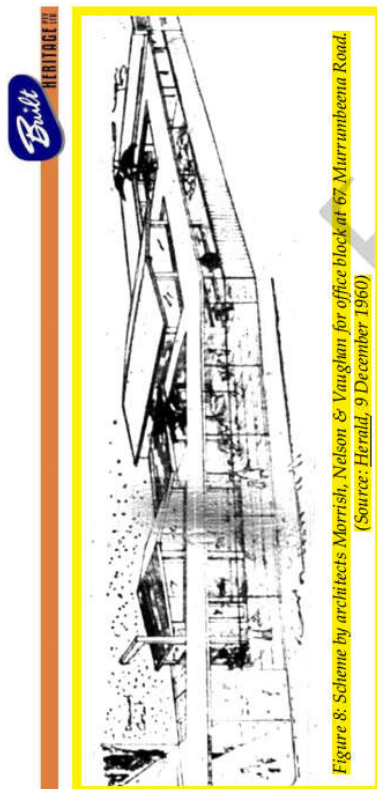


Figure 8: Scheme by architects Morrish, Nelson & Vaughan for office block at 67 Murrumbidgee Road. (Source: Herald, 9 December 1960)

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 Murrumbidgee 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. A rather more unusual addition to the strip was an office development at 67 Murrumbidgee Road, an acute triangular site along the railway line that was formerly occupied by a commercial laundry. The replacement building, designed in 1960 by architects Morrish, Nelson & Vaughan, deftly responded to the site limitations by providing a linear row of office tenancies linked by a covered walkway.

Several major changes to the precinct took place after 1960. That year, the appropriately named *Original Motor Garage* at 51 Murrumbidgee Road, dating back to 1920, was replaced by the Mobilgas Self-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 Murrumbidgee 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 *Clavin House*, a two-storey shop/office block at 96-98a Murrumbidgee 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 Murrumbidgee 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 Murrumbidgee 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 Murrumbidgee 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 Murrumbidgee Village Precinct, focused on the offset junction of Neerim and Murrumbidgee 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 its built fabric spans over a century, from the late 1880s to the 1970s (and beyond), the bulk dates from the first three decades of the twentieth century, and particularly the boom period from the late 1910s to the mid-1920s.

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 Murrumbidgee 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 facade. While it retains original windows along Murrumbidgee 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 facade 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 Murrumbidgee 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 Murrumbidgee Road), as well with three sets of identical pairs in Murrumbidgee Road (Nos 69-71, 83-85a and 90-92) and a unique row of six at the eastern end of Neerim Road (Nos 476-486).

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 Murrumbidgee Road) and others have a rendered finish, variously smooth (eg 73-75 and 87 Murrumbidgee Road) or roughcast (eg 446 and 476-486 Neerim Road, 61 Murrumbidgee Road). A few examples combine face brickwork with rendered banding (eg 77-79 and 81 Murrumbidgee Road) or facade 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 Murrumbidgee Road).



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



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

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 Murrumbena 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 Murrumbena Road; 412, 446 and 458 Neerim Road). Some facades are enlivened by ornament such as dentillation (eg 73-75, 77-79 and 81 Murrumbena 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 Murrumbena Road) and the former premises of grocers Moran & Cato (88 Murrumbena 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 Murrumbena 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 Murrumbena 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 Murrumbena Roads, uniquely combines a two-storey corner building (77-79 Murrumbena 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/builders, 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 Murrumbena Road remains as an uncommonly monumental presence, with its bold Free Classical ornamentation and tall windows with diagonal glazing bars.

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 leaded, leaded or louvred glazing (eg 61, 77, 81 and 83a Murrumbena 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).

Buildings in the precinct associated with post-WW2 expansion (including earlier ones remodelled in the 1950s and '60s) tend to be sympathetic in scale, form and style to their pre-war counterparts. Several more recent shops have generic flat parapets and plain facades, often obscured by signage (eg 432-434, 442, 444, 448 and 454 Neerim Road). The late-1950s shops on the south side of Neerim Road (Nos 457, 459, 463) exhibit a little more architectural pretension, with ribbed facades and projecting eaves between brick wing walls, and fashionably angled shopfronts that have glazed doors with sloping metal push-bars and spandrels with black tiling (No 457) or Castlemaine slate (No 463). A few other shops retain similar slate cladding (eg 448 and 458 Neerim Road), reflecting phases of upgrade in the later 1950s or early 1960s. *Chim House*, the two-storey block of shops and offices at 96-98a Murrumbena Road, dating from the late 1960s, has a stark facade in brown brick, with alternating piers and recessed window bays creating a stepped parapet.

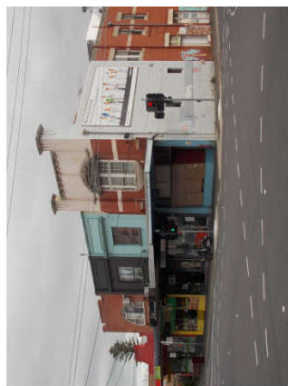


Figure 11: Inter-war shops along west side of Murrumbena Road (Nos 81-87)



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



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 Murrumbena Road (Nos 57-65)

The architect-designed single-storey office complex at 67 Murrumbena Road has little streetscape presence but, when viewed from the pedestrian walkway along the railway alignment, is revealed as a distinctive example of its type, with window walls and flat roof projecting to define a covered walkway on pipe columns. Otherwise, the most architecturally interesting post-WW2 buildings in the precinct are the two purpose-built bank branches erected in the early 1970s to replace pre-war equivalents. The former ANZ Bank (57-59 Murrumbena Road) is a two-storey double-width building with brown brick facade articulated as a series of blank piers that alternate with recessed bays containing mirrored glazing, horizontal cladding and projecting canopies. The former Commonwealth Bank (462-464 Neerim Road), also double-fronted but only single-storey, makes use of similar horizontal cladding to its upper facade and canopy, with a recessed entrance at street level balanced by a blank feature wall of hexagonal green/blue ceramic tiles.

Several buildings in the precinct are enlivened by painted surfaces. Two shops on the south side of Neerim Road retain early post-war advertising signage: the words "coin laundry" on the west wall of No 453, and fascia signage to the former *Aladdin Dry Cleaners* at No 463. The corner shop at 81 Murrumbena Road has a naive mural along the building's Neerim Road frontage (of unknown date/attribution) depicting scenes from Lewis Carroll's *Alice in Wonderland*. In Neerim Road, the walls of the breezeway between the shops at Nos 469 and 471 incorporate two mural panels by artist Anthony Breslin, entitled *Frogtopia* (2018), while the laneway wall of the shop at No 476 has some street art by graphic designer/illustrator Mitch Walder (2019).



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)

Significant Places

The following buildings are deemed to be significant elements in precinct:

- Neerim Road
 - North side: Nos 398, 412, 414-422 (row of five; *Wardrop's Buildings*), 430, 436, 438, 440, 446, 450, 456, 458, 460, 462-464 (bank), 466, 468, 470-472 (pair), 476-486 (row of six), 504.
 - South side: Nos 453-455 (pair), 457-459 (pair), 463, 465-473 (row of five)
- Murrumbreena Road
 - West side: Nos 55, 57-59 (bank), 61, 63, 65, 67, 69-71 (pair), 73-75 (pair), 77-79 (*Wardrop's Buildings*), 81, 83-83a (pair), 85, 87
 - East side: Nos 88, 90-92 (pair), 94 (bank) and 96-98a (shop/office block)

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

- Neerim Road
 - North side: Nos 442, 444, 448, 452 (at rear), 474 (at rear), 454
 - South side: No 461; also coffee kiosk adjacent to No 453

All of the infrastructure associated with Skyrail is also deemed to be non-contributory.

Comparative Analysis

Commercial streetscapes of this type are hardly rare or unusual in the City of Glen Eira, or indeed anywhere else in the Melbourne metropolitan area. In a broad sense, the *Murrumbreena Village Precinct* can be compared with 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, Glen Huntly Road, Elsternwick (part HO28)

The heritage precinct known as *Glenhuntly Park Estate and Environs* (HO28) 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 Glen Huntly Road.

The portion of Glen Huntly 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 Murrumbreena Village), as well as a number of post-WW2 buildings.

Caulfield South Shopping Centre, Glen Huntly Road, Caulfield South (HO66)

Further east along Glen Huntly 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 Glen Huntly 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 Glen Huntly Road) and an unusually intact modernist one from the 1950s (751 Glen Huntly 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.

Commercial Streetscapes without Heritage Overlay

Obviously, there are many more commercial streetscapes in the City of Glen Eira than these four examples on the heritage overlay schedule. 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 (HO28), where rows of shops continue west of the railway line and east of Devonshire Road as far as Hoptoun Gardens, while the commercial streetscape at Caulfield South (HO28) 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 Glen Huntly 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).

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. The streetscape contains some typical and largely intact inter-war shops with brick or rendered facades, including some identical pairs or rows of three (eg Nos 354-358) or more (eg Nos 374-382), and a monumental 1920s bank on a prominent corner site (No 385). However, the strip contains a considerable higher proportion of post-war development. While some of these more recent buildings are of interest in their own right (such as the *Centre Arcade*, an intact 1950s retail arcade at No 325, with curtain-walled facade and vintage neon signage), the bulk are rather more intrusive elements that have compromised the overall cohesion of the pre-war streetscape.

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 part, south of the railway line, remains 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 played 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 grand Classical-style bank (No 75a) and a one-time branch of the GJ Coles retail chain built to an unmistakable standard design by architect Harry Norris (Nos 106-108).

Conclusion

Historically, the Murrumbene Village is comparable to other commercial strips that developed around new railway stations, as was the case at Elsternwick, Carnegie, McKinnon, Glenhuntly 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, Murrumbene 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. Murrumbene 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 Glen Huntly and Caulfield South). As a largely inter-war streetscape, the Murrumbene Village is more cohesive than most, with few non-contributory elements and some notably intact shopfronts and original signage.

Statement of Significance

What is Significant?

The Murrumbene Village Precinct, extending along both sides of Neerim and Murrumbene 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 three 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.

How is it Significant?

The Murrumbene 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 Murrumbene Village Precinct is significant for historic associations with early development of the suburb of Murrumbene. 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 Murrumbene 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. **Post-war buildings tend to be sympathetic in scale, form and design, and include some of interest in their own right such as a small office block (1960) and two modernist branch banks (1970s).** (Criterion E)

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 Murrumbene: 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

26 August 2019



APPENDIX 4: PRELIMINARY RESPONSES

DRAFT

ATTACHMENT #

Summary of Submissions Received, Comments and Recommendations for C201glen

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
1 Oppose	87 Murrumbeena Road, Murrumbeena	<ul style="list-style-type: none"> Façade does not possess heritage characteristics, nor does it contribute to the area's heritage characteristics. Shopfront façade materials have been modified since early 1900s. Does not wish to have planning restrictions on future development of their land. 	<p><u>Consultant:</u> As an example of an inter-war shop, the building is in accordance to the ascribed significance of the place. The citation acknowledges that many of the buildings in the precinct have had shopfronts altered or replaced but this does not mean that they do not make a contribution to the overall streetscape.</p> <p><u>Planning Officer:</u> The Heritage Citation prepared by Built Heritage Pty Ltd demonstrates the heritage significance of existing built form at this site.</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
2 Oppose	430-434 Neerim Road, Murrumbeena c/- 9/451 Little Bourke Street, Melbourne	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with overarching objectives of State and Local planning policies, which encourage higher density development, particularly for student accommodation in this location. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

1

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
3 Oppose	450 Neerim Road, Murrumbeena c/- PO Box 2051, Hampton East	<ul style="list-style-type: none"> The Level Crossing Removal 'Skyrail' has detrimentally impacted the heritage value of the precinct. There is no integrated development plan for the precinct. Heritage controls would hamper retail and commercial development. If this area is of great heritage value, requests consideration of acquisition. 	<p><u>Consultant:</u> While it is conceded that the SkyRail development has resulted in the removal of most of the original railway infrastructure, the majority of the retail strip (including those shops abutting the railway line) has not been affected</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
4 Oppose	508 Neerim Road, Murrumbeena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

2

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
5 Oppose	53 Murrumbeena Road, Murrumbeena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
6 Oppose	55 Murrumbeena Road, Murrumbeena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
7 Oppose	50 Murrumbeena Road, Murrumbeena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

3

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
8 Oppose	51 Murrumbeena Road, Murrumbeena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided. As noted in the comparative analysis, heritage overlays have been applied (or proposed to be applied) to several comparable retail strips in the City of Glen Eira.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
9 Oppose	414-422 Neerim Road, Murrumbeena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbeena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided. As noted in the comparative analysis, heritage overlays have been applied (or proposed to be applied) to several comparable retail strips in the City of Glen Eira.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

4

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
10 Oppose	484 Neerim Road, Murrumbena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided. As noted in the comparative analysis, heritage overlays have been applied (or proposed to be applied) to several comparable retail strips in the City of Glen Eira.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
11 Oppose	486 Neerim Road, Murrumbena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided. As noted in the comparative analysis, heritage overlays have been applied (or proposed to be applied) to several comparable retail strips in the City of Glen Eira.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
12 Oppose	48A Murrumbena Road, Murrumbena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbena Village Precinct. Likely to have a detrimental impact on property values and revitalisation of the precinct. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided. As noted in the comparative analysis, heritage overlays have been applied (or proposed to be applied) to several comparable retail strips in the City of Glen Eira.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
13 Oppose	90-94 Murrumbena Road, Murrumbena	<ul style="list-style-type: none"> Consequential restrictions on development potential is inconsistent with State planning policies, which encourage higher density development in proximity to public transport. Lacks comprehensive strategic planning justification. Suggests structure planning and/or urban design framework be prepared in conjunction with this Amendment. The Heritage Report prepared by Mr Simon Reeves on Council's behalf overstates the heritage significance of the Murrumbena Village Precinct, particularly following the intervention of the Level Crossing Removal project. Revitalising the precinct and addressing high commercial vacancy rates will require a more coordinated and strategic planning approach. Likely to have a detrimental impact on property values. 	<p><u>Consultant:</u> As the submission does not explain exactly how or why the significance has been "overstated", no response can be provided. As noted in the comparative analysis, heritage overlays have been applied (or proposed to be applied) to several comparable retail strips in the City of Glen Eira.</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
14 Oppose	438 Neerim Road, Murrumbena	<ul style="list-style-type: none"> Correct due process has been ignored – no “pre-amendment consultation” has been carried out. Council is neglecting the rights and welfare of property owners and ratepayers, who are being personally victimised and bullied into a seemingly tacit approval favouring parties with vested interests. The preservation of worthwhile community assets, without trampling on the rights of private property owners, should be council’s objective. With the intervention of the Level Crossing Removal project, the precinct lacks heritage significance, and should be allowed to transform into a dense mixed residential hub. 	<p><u>Consultant:</u> No comment required (no heritage matters raised)</p> <p><u>Planning Officer:</u> Correct due process – dictating consultation be carried out at the ‘Exhibition’ stage of the Planning Scheme Amendment process – has been carried out. This process does not presuppose any particular outcome – approval or otherwise.</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
15 Support	Environmental Protection Authority Victoria c/- 200 Victoria Street, Carlton	<ul style="list-style-type: none"> The proposal does not pose a risk to the environment or human health. 	<p>No change proposed to the amendment as a result of this submission. Do not refer submission to Panel.</p>
16 Oppose	69-71 Murrumbena Road, Murrumbena and 412 Neerim Road, Carnegie c/- 26 St Andrews Street, Brighton	<ul style="list-style-type: none"> Overly burdensome restrictions will deter all current and future owners and their tenants from investing in the retail precinct. Whilst it is important to retain the character of the shopping strip, current vacancy rates ought to be addressed as they have elsewhere – by allowing high density residential developments which would be restricted by the proposed Heritage controls. 	<p><u>Consultant:</u> No comment required (no heritage matters raised)</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
17 Oppose	77 Murrumbena Road, Murrumbena	<ul style="list-style-type: none"> Would negatively impact their business. The proposed heritage listing would make it difficult for continual improvements of the space they lease. 	<p><u>Consultant:</u> No comment required (no heritage matters raised)</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
18 Oppose	85 Murrumbena Road, Murrumbena	<ul style="list-style-type: none"> While a small number of affected buildings may have some historic aesthetic, an almost blanket Heritage Overlay is not appropriate. As documented in the <i>Built Heritage</i> report, many of the original properties have been modified and their uses changed. The only heritage values that exist are those maintaining a retail use. A Heritage Overlay would will restrict development warranted by the precinct’s proximity to a significant piece of transport infrastructure, which has detrimentally impacted local heritage fabric. Commercial properties in the area are struggling and greater activation – through redevelopment opportunities – is required to rejuvenate the precinct. 	<p><u>Consultant:</u> The citation acknowledged that some buildings have been replaced and original shopfronts altered. Similar “blanket” heritage overlays have recently been recommended for comparable shopping strips in Carnegie and Bentleigh. It is noted that heritage value is not contingent on perpetuation of original use. Shops that are vacant, or have been adapted for other purposes, still remain demonstrative of their original retail function.</p> <p><u>Planning Officer:</u> The proposed Heritage Overlay does not apply to land use.</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

Submission No.	Address (delete for publishing)	Summary of Submission	Consultant or Officer Comments and Recommendation:
19 Oppose (addition to No. 9)	414-422 Neerim Road, Carnegie	<ul style="list-style-type: none"> Any Heritage Overlay on this area would severely decrease the existing and future value of the properties. 	<p><u>Consultant:</u> No comment required (no heritage matters raised)</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
20 Oppose (addition to No. 16)	69-71 Murrumbena Road, Murrumbena and 412 Neerim Road, Carnegie c/- 42 Koornang Road, Carnegie	<ul style="list-style-type: none"> Will deter all current and future owners and tenants from investing in the shopping precinct. Places too many restrictions over a shopping precinct already suffering high vacancy rates. The area requires rejuvenation through good quality development fitting into the strip, such as 488-490 Neerim Road, and other examples at Carnegie and Hughesdale. 	<p><u>Consultant:</u> No comment required (no heritage matters raised)</p> <p><u>Planning Officer:</u> Comment</p> <p>No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>
21 Oppose (late)	Department of Transport c/- GPO Box 2392, Melbourne	<ul style="list-style-type: none"> No concerns with the proposed application of heritage controls to the identified properties along Neerim and Murrumbena Roads. The Department of Transport (DoT) does object to the application of the Heritage Overlay to the rail line and railway station. It is DoT's preference to have rail assets burdened with the requirements inherent within the Heritage Overlay. These may restrict flexibility required to optimise operation and maintenance of a key rail corridor. Notes the report by Built Heritage Pty Ltd does not identify any heritage significance of the new build elevated rail structure. DoT requests that Council excise the railway land (PUZ4) from the intended Heritage Overlay. 	<p><u>Consultant:</u> <i>The citation already acknowledges that the recent Skyrail infrastructure is not in any way demonstrative of the core significance of the precinct as a pre-WW2 shopping strip, and the has consequently been designated as non-contributory elements within the context of the precinct.</i></p> <p><u>Planning Officer:</u> Comment</p> <p>Late submission. Recommend Council consider this submission. No change proposed to the amendment as a result of this submission. Refer submission to Panel.</p>

APPENDIX 5: CURRICULUM VITAE

D1 SIMON REEVES

Qualifications

1996-97 Bachelor of Architecture (Hons) (University of Melbourne)

1991-93 Bachelor of Planning & Design (University of Melbourne)

Full-time Professional Experience

2009- Director and principal, Built Heritage Pty Ltd

2002-2009 Architectural historian and heritage consultant, Heritage Alliance, Melbourne

1998-2002 Architectural historian, Allom Lovell & Associates, Melbourne

Other experience

2013-2017 Lecturer, *Architectural History & Theory 2: Australian Architecture*
School of Architecture & Design, RMIT University

2011 Tutor, *Architectural History & Theory 2: Australian Architecture*
School of Architecture & Design, RMIT University

2010 Tutor, *Modern Architecture: MoMo to PoMo*
Faculty of Architecture, University of Melbourne

2010 Guest editor, *Architect Victoria* (Journal of AIA Victorian Chapter)
Special issue on post-WW2 Heritage Places (Autumn 2010)

2000 Research assistant to Dr Philip Goad [Post-War Sydney Housing project]
Faculty of Architecture, University of Melbourne

1999 Archivist and curator of architectural drawings (Walter Burley Griffin)
Newman College, University of Melbourne

1998 Architectural historian [Stephenson & Turner archive project]
State Library of Victoria

1998 Tutor, *History of Building Construction*
Faculty of Architecture, University of Melbourne

1995-1998 Assistant to the Building Project Co-ordinator
State Library of Victoria

1995 Teaching assistant to Jeffrey Turnbull
Faculty of Architecture, University of Melbourne

1994 Research assistant to Jeffrey Turnbull & Peter Navaretti [Griffin catalogue project]
Faculty of Architecture, University of Melbourne

Current and former affiliations

Australia ICOMOS
DoCoMoMo Australia
National Trust of Australia (Victoria)
Society of Architectural Historians of Australia & New Zealand (SAHANZ)
Art Deco & Modernism Society of Victoria
Walter Burley Griffin Society
Australian Garden History Society
Robin Boyd Foundation