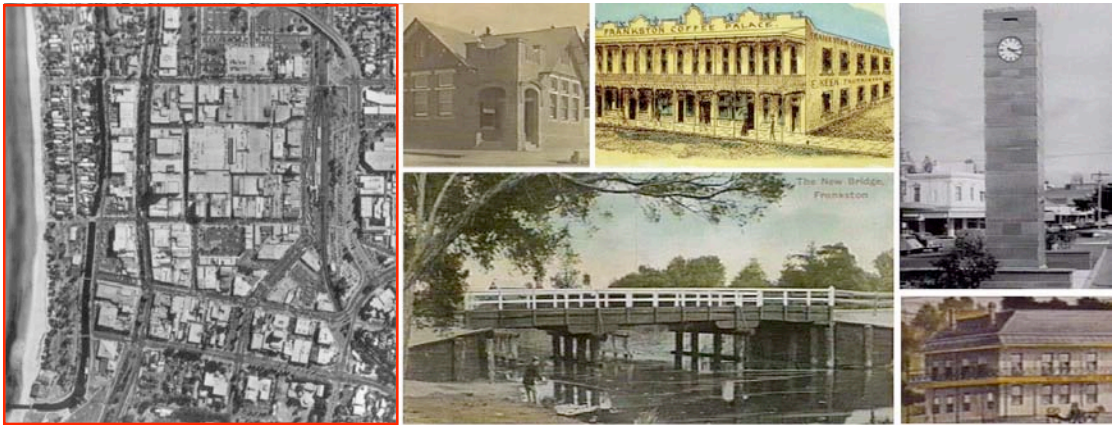


Frankston Central Activities District Heritage Review



Prepared for the City of Frankston
July 2010

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July 2010

Contents

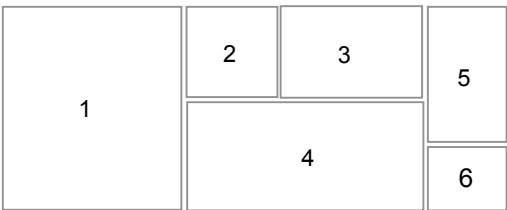
1.0	Consultants	2
2.0	Executive Summary	3
3.0	Introduction	4
3.1	Sources of information	4
3.2	Study Area	4
3.3	Methodology	4
4.0	History	6
5.0	Current Heritage Listings and Controls	
5.1	City of Frankston	11
5.2	Heritage Victoria	11
5.3	National Trust of Australia (Vic)	11
5.4	Register of the National Estate	11
5.5	Frankston Heritage Study	11
5.6	Frankston City Council CAD Heritage Review	12
6.0	Citations	15
7.0	Bibliography	66
Appendix A	Guidelines to the Burra Charter: Cultural Significance	

1.0 Consultants

This report was undertaken by:

Bryce Raworth Pty Ltd
Conservation Consultants
Architectural Historians

Text and illustrations were prepared by Bryce Raworth and Martin Turnor.



Cover Image Key:

- 1 Aerial photograph of Frankston CAD, c2007
- 2 Frankston Post Office, c1917 (State Library of Victoria)
- 3 Frankston Coffee Palace, c1888 State (State Library of Victoria)
- 4. Kananook Creek Bridge, c1906 (State Library of Victoria)
- 5. Grimwade Clocktower, c1960 (State Library of Victoria)
- 6. Mark Young’s Pier Hotel, c1890 (State Library of Victoria)

2.0 Executive Summary

This report, *inter alia*, makes the following observations and recommendations:

- Frankston's town centre was established in 1854 and developed slowly until the railway to Melbourne was opened in 1882. Following the electrification of the railway line in 1922 Frankston boomed as a seaside resort through the interwar period. (*Section 4.0*)
- The study area was subject to considerable redevelopment in the post-war years and retains little fabric from the late nineteenth century and interwar periods of development (*Section 4.0*)
- Currently, the Plowman Residence at 20 Davey Street (HO14) and Frankston Primary School 1937-45 Wing (HO15) are the only sites in the study area subject to a heritage overlays although a number of other sites warrant further review. (*Section 5.0*)
- These sites were assessed to determine their level of cultural heritage significance and potential for inclusion on the heritage overlay schedule (*section 6.0*). The results of these assessments are summarised below:

Site	Recommended for Heritage Overlay
Former Mechanics Institute, Bay Street South	No
Frankston Park Gates, Bay Street South	Yes
St Paul's Anglican Church, 1 High Street	Yes
Frankston Railway Signal Box, part 69 Young Street	Yes
Davey Street Precinct, 8-18 Davey Street	Yes
Frankston Primary School (1889 Wing), 40 Davey Street	Yes
St Francis Xavier Church, 60 Davey Street	Yes
St Andrew's Uniting Church, 16-18 High Street	Yes
Grimwade Clocktower, Nepean Hwy	Yes
Comfort Station, 6R Playne Street	Yes
Shop, 473 Nepean Highway	No
Former Post Office, 2-4 Davey Street	Yes
Former Frankston High School, Quality Street	No
Samuel Sherlock Hall, Quality Street	No
Kananook Creek footbridges (Davey, Playne and Beach streets)	No
Frankston Pier, 1/9N Pier Promenade	Yes

3.0 Introduction

This report was commissioned by the City of Frankston. It has been prepared in light of Council's *Frankston TAFE to the Bay Structure Plan*, which proposes a range of urban design strategies for upgrading the amenity and character of the Frankston central activities district (CAD).

This document comprises an investigation of the heritage significance of buildings and features within the broad 'TAFE to the Bay' study area and provides recommendations for potential heritage controls. It is based on a review of the *Frankston City Council Central Activities District Heritage Study* (Architektonic & Donald Walker) and the earlier *City of Frankston Heritage Study* (Graeme Butler & Assoc, Dr Chris McConville, Francine Gilfedder & Diane Morrison, 1995).

3.1 Sources of Information

Limited primary research into the history of the area or any individual structures was undertaken in the preparation of this report. This has, to some extent, already been undertaken as part of the *City of Frankston Heritage Study*. Rather, this report is largely based upon an inspection of buildings within the study area, Council's existing heritage reports, the relevant sections of the City of Frankston planning scheme and a number of secondary historical sources, including *Frankston Resort to City* by Michael Jones (1989).

3.2 Study Area

The study area broadly encompasses the Frankston town centre and is bounded by Beach Street and O'Grady Avenue to the north, the foreshore and Kananook Creek to the west, High Street to the south, and Olive Grove and Smyth Street to the east (see figure 1 below).

3.3 Methodology

Citations have been prepared for each of the potential heritage sites in the study area (refer section 6.0). These include sites identified in the *Frankston Heritage Study* and Architektonic report as well as a number of additional potential heritage places identified during the course of this study.

Assessment of these sites was undertaken in accordance with the processes and criteria outlined in the Australia ICOMOS (Burra) Charter for the Conservation of Places of Cultural Significance (see Appendix A) and associated guidelines. The Burra Charter is the nationally recognized charter for the identification and conservation of places of cultural significance. Burra Charter criteria are used in many municipal heritage studies.

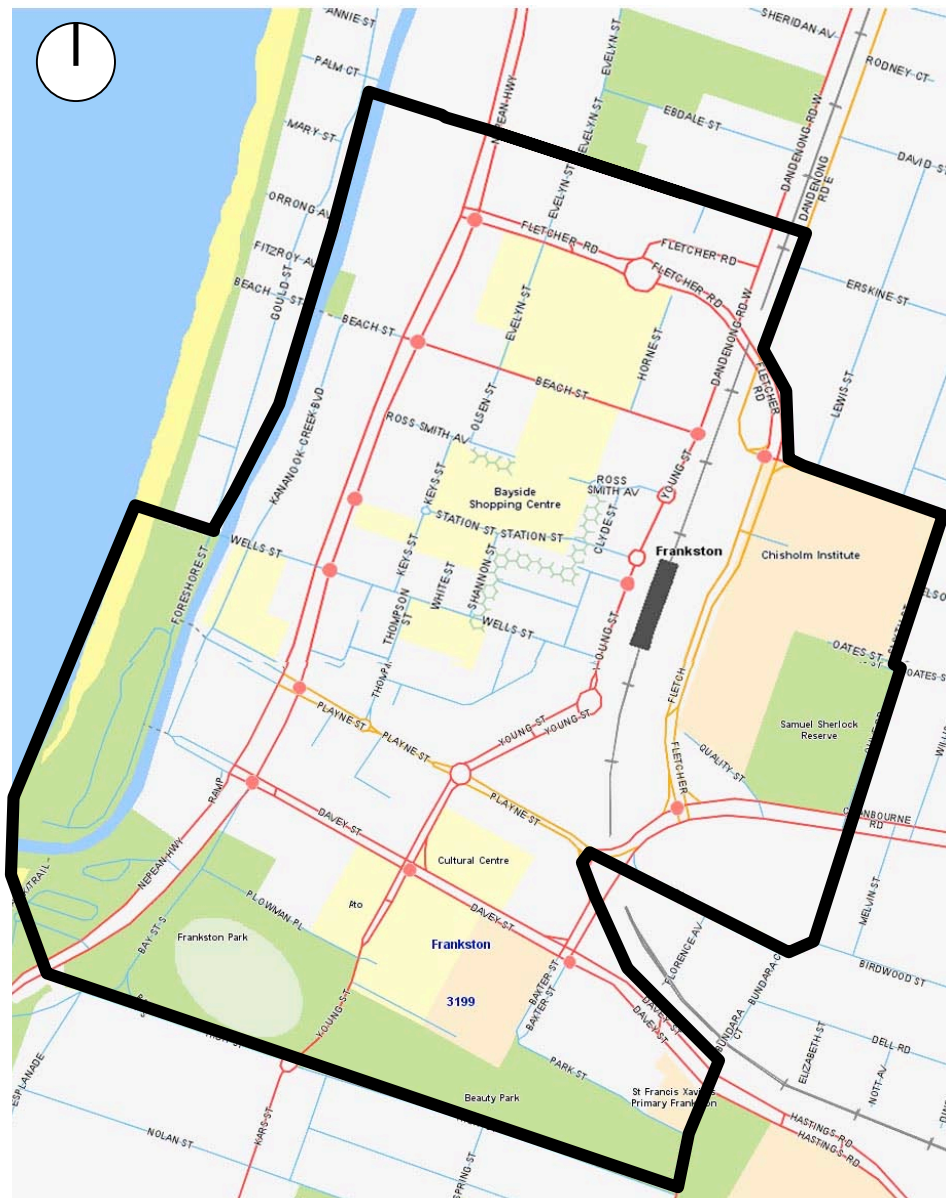


Figure 1 Frankston CAD Study Area

4.0 History

The following history is largely drawn from Frankston Resort to City (Michael Jones, 1989)

The land which now forms the Frankston Central Activities District was surveyed in 1854. The township site was chosen because it offered relatively dry, flat ground with access to a good landing place on the beach. It was also hoped that the nearby Kananook Creek would provide a reliable source of fresh water. The first official sale of land in Frankston took place at the end of May 1854, comprising twenty-nine town lots, forty one suburban lots and nine country lots of up to 430 acres.

In its early days, Frankston was essentially a small fishing village with anglers living in tents or shacks on or near the foreshore. The only substantial building standing in the town at the time of the 1854 survey is thought to have been the Cannanuke Inn, established by local pastoralist John Davey in the early 1840s.

Frankston village remained isolated from Melbourne and was reached by a rough track – later to become the Nepean Highway – or by sea. A school was established by the Anglican Church in 1855 and the first Frankston post office was opened in 1857. A pier was constructed in the same year.

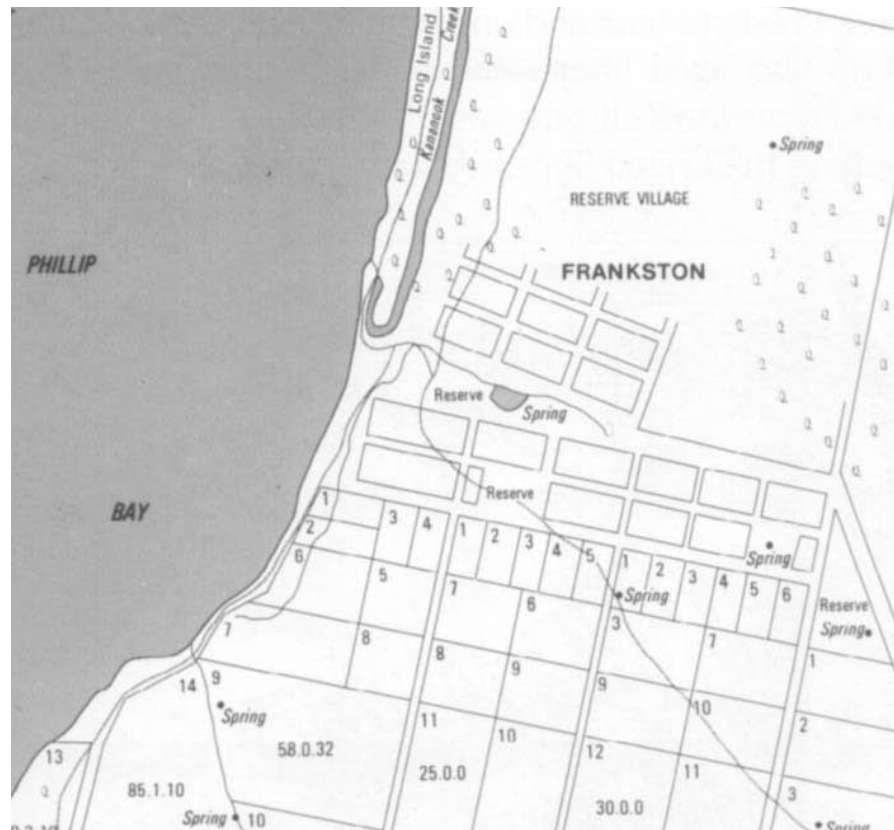


Figure 2 Map of the first land sales in Frankston, May 1854.
Source: 'Frankston Resort to City'

The town developed slowly through the 1850s and 1860s and was described in Bailliere's 1865 Victorian Gazetter as:

A postal fishing village, beautifully situated at the mouth of the Tangenong or Cannonook Creek. It has a school, post office, one hotel, the Frankston and the nearest telegraph is at Mornington. The population is about 30 and the number of dwellings, eight with about a total population of 200 mainly being very scattered...

Directories of the period list few commercial activities in Frankston beyond fishing and several hotels. The 1871 census recorded only 32 people living in the township, residing in ten houses, two of them being of brick construction, six timber, one slab and one canvas. A 'hotel corner' was to emerge around the intersection of what is now the Nepean Highway and Davey Street. The Cannanuke Inn (later the Bayview Hotel) located the north east corner was the first and was later joined by Mark Young's Pier Hotel on the north west corner and Prince of Wales on the south west corner



Figure 3 Mark Young's Pier Hotel, c1888.
Source: State Library of Victoria Picture Collection

In 1882 the railway line from Melbourne to Mordialloc was extended to Frankston. The railway provided the impetus for further growth in the town centre and brought increasing numbers of day-trippers to the beach from Melbourne. The high ground to the south of the town also became a popular site for the large seaside villas of Melbourne's upper class. By the late 1880s the town centre could boast a number of impressive commercial premises including the Frankston Coffee Palace, T Richie's Frankston Store, and the Prince of Wales Hotel, erected in 1882 (see figure 4 below). There was also a savings bank in the town from 1881 and two brickworks and a cordial factory operating in Frankston in the 1880s.

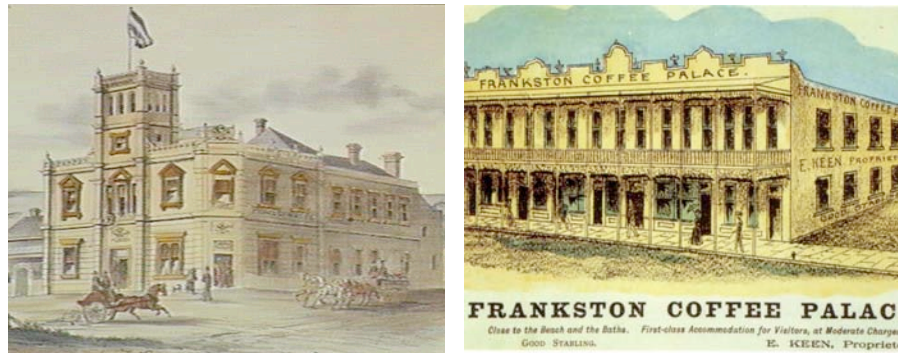


Figure 4 The Prince of Wales Hotel (left) and the Frankston Coffee Palace (right), c1888.
Source: State Library of Victoria

Between 1881 and 1891, the township expanded from 173 people in 29 houses to 794 people in 160 houses. Nevertheless, Frankston was too distant from Melbourne to fully benefit from the land boom of the 1880s. The high price of rail fares from Melbourne to Frankston also limited the number of tourists. Despite extra trains being run on holiday periods, passenger numbers remained relatively low - a survey conducted over six months in 1888 counted only two and a half thousand tickets purchased to Frankston from other stations on a Sunday.

By the turn of the century Frankston's commercial district was concentrated around the railway station. Young Street had emerged as the town's main shopping strip although several traders remained along the course of the Melbourne Road (now the Nepean Highway) to take advantage of passing trade.



Figure 5 Bay Street (now the Nepean Highway) looking south from Playne Street, c1909.
Source: State Library of Victoria Picture Collection.

Frankston was still essentially a country town at the end of the First World War. More intense development was to follow the electrification of the train line 1922. This reduced the travel time from Melbourne to Frankston from 90 minutes to 62 minutes and allowed Frankston boom as a seaside resort.

In 1918, the first trees of a memorial avenue of honour were planted on the Nepean Highway, near the corner of Wells Street. Trees were planted in the avenue for each of the districts soldiers killed in the First World War. A war memorial was later erected on the median strip of the highway in 1924.



*Figure 6 Nepean Highway, looking south to Playne Street, c1935.
Source: State Library of Victoria Picture Collection*

In the post-war years the character of Frankston was dramatically transformed as Melbourne's suburban sprawl extended south along the Peninsula. Increasing motorcar use during this period changed shopping habits and encouraged the development of supermarkets, shopping malls and off-street car parks, all but erasing the nineteenth and early twentieth century character of Frankston's commercial district. The town centre is now dominated by generic modern retail buildings. Aerial photographs taken in 1949 and c2007 highlight the extent to which Frankston has been transformed (see figure 7 and 8 below).



Figure 7 *Aerial view of Frankston's town centre, 1949.*
Source: Reproduced from 'Frankston Resort to City'



Figure 8 *Aerial view of Frankston's town centre, c2007.*

5.0 Listings and Controls

5.1 City of Frankston

Only two sites in the study area are currently included on the schedule to the heritage overlay of the Frankston Planning Scheme:

HO14 - Plowman Residence, 20 Davey Street (HO14).

HO15 - Frankston Primary School No.1464 (1937-45 Wing).

5.2 Heritage Victoria

There are no places on the Victorian Heritage Register within the study area. The site of the former Cannanuke Creek Inn at 1R Plowman Place is included on the Heritage Inventory (H7921-0109).

3.3 National Trust of Australia (Victoria)

There are no places on the register of the National Trust of Australia (Victoria) within the study area.

5.4 Register of the National Estate

There are no places on the Register of the National Estate within the study area.

5.5 Frankston Heritage Study

The *Frankston Heritage Study* (Graeme Butler & Assoc, Dr Chris McConville, Francine Gilfedder & Diane Morrison, 1995) identified the following sites in the study area as significant places:

The Tofts (fmr Plowman Residence) 20 Davey Street (C grade)

Frankston State School n.1464. 1889 Wing. 36 Davey Street (C grade)

Frankston State School n.1464. 1937-45 Wing. 36 Davey Street (B grade)

Grimwade Clocktower, Nepean Highway (C grade).

St Paul's Anglican Church, Bay Street South (C grade).

Frankston Oval Grandstand, High Street (C grade).

The heritage study also identified St Andrews Presbyterian Church at 16-18 High Street (just outside the current study area) as a C graded significant place.

Within the terms of 1995 heritage study, B and C graded buildings were defined thus:

Regional Importance (Value B)

Considered highly important compared to other examples taken from across the metropolitan area.

Regional Interest and Local Importance (Value C)

Considered valuable only as good examples of common site types within the municipality with potential to form streetscapes or precincts or stand alone as faithfully preserved examples of a common type.

The following sites were recommended for planning controls but do not appear to have a citation or grading:

Former Frankston Post Office, 501 Nepean Highway
 St. Francis Xavier Church, 58 Davey Street.
 Frankston Oval gate and trees

The *Frankston Heritage Study* also provided a schedule of ‘landscape’ elements considered to be of potential local significance. The following are located within the current study area:

Kananook Creek Bridge Bridge at Beach Street
 Kananook Creek Bridge Bridge at Davey Street
 Kananook Creek Bridge Bridge at Playne Street
 Norfolk Island Pine Street Tree Avenue, near Davey St
 Norfolk Island Pine [Tree] Civic Centre, Davey Street
 Beauty Park Park, High Street

A detailed assessment of landscape elements is outside of the scope of this report, nevertheless the row of Norfolk Island Pines in Davey Street and the Cypress trees in Plowman Place may have some heritage value and should be investigated in further detail by a suitably experienced heritage landscape consultant. Beauty Park appears to be a fairly unremarkable suburban park but possibly retains some early plantings and should also be subject to a landscape assessment.

5.6 The Frankston City Council CAD Heritage Review

The Frankston City Council CAD Heritage Review (Architektonic & Donald Walker) provided a list of ‘critical elements’ in the study area which should be retained (refer figure 9 below):

- The Grimwade clock tower
- The football club and oval gates
- The water fountain formerly on the corner of Thompson and Wells Street
- Beauty Park
- The traditional fishing places and resting places of Bunurong
- The former railway signal box
- Old grandstand
- Norfolk Island Pines in Davey Street

The Grimwade clock tower, oval gates, railway signal box are discussed in more detailed in the attached citations (refer section 8.0). An assessment of the Frankston Oval grandstand was prepared during the draft stage of this heritage review

although it has since been entirely destroyed by fire. The water fountain was not located and an assessment of potential aboriginal archaeological sites such as the Bunurong fishing places is outside the scope of this report. As already discussed The Norfolk Island pines and Beauty Park warrant a more detailed landscape assessment.

The Architektonic report also identified a number of ‘significant precincts or places’ including additional sites not listed as a ‘critical element’ above. These were considered to be sites which ‘merit acknowledgement in any redevelopment of the CAD’ - either by the retention and preservation of fabric or by interpretative means where the fabric no longer exists or has been heavily altered. They comprise:

1. Mechanics Hall
2. Pub Corner
3. Former Avenue of Honour
4. Intersection of Playne Street and Nepean highway
5. Remnant portion of railway station (*presumably the signal box*)
6. Grandstand and oval precinct
7. 1854 land subdivision/auctions location
8. Highland to the south of Playne Street

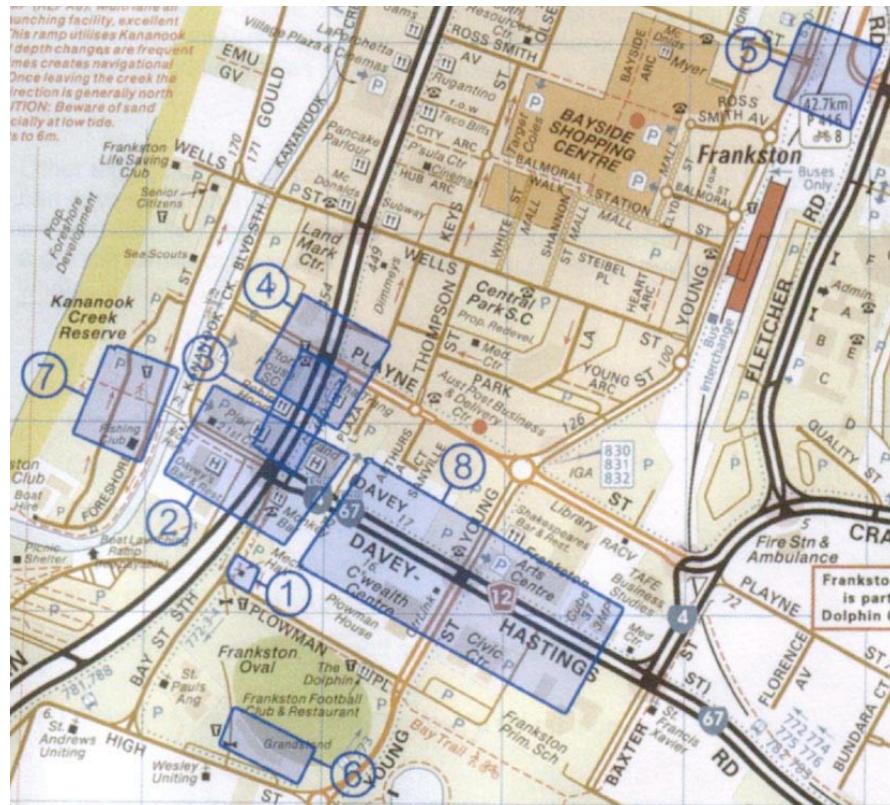


Figure 9 Map of the study area showing significant places identified by Architektonic

The following observations can be made with respect to the above sites.

‘Pub Corner’ at the intersection of the Nepean Highway and Davey Street was historically important as the site of Frankston’s main hotels. However, the three existing hotels in this location have either been heavily modified or replaced with modern buildings and are not of sufficient integrity to warrant heritage overlay controls.

With regards to the Avenue of Honour, a detailed assessment of landscape sites is outside of the scope of this report. Nevertheless, the avenue is unlikely to meet the threshold of significance for a heritage overlay control given that most of the trees were removed and the associated war memorial relocated during post-war road widening works.

The intersection of Playne Street and Nepean Highway has also been subject to considerable change in the post-war period and is dominated by unremarkable mid to late-twentieth century commercial premises. Collectively, the buildings in this location do not contribute to a strong identifiable character although there are a number of isolated structures worthy of further investigation including the Comfort Station and the Victorian corner shop at 473 Nepean Highway (refer section 6.0).

The ‘highland’ precinct along Davey Street encompasses a large number of modern buildings and as a whole lacks any readily identifiable heritage character. There is, however, a smaller residential precinct within this area which is of potential heritage interest. An assessment of this precinct is provided in section 6.0 of this report.

The site of the 1854 land subdivision sales retains no historic fabric directly related to that event and was presumably included for its interpretative potential. Issues associated with the interpretation of historic sites in the study area are outside of the scope of this report.

6.0 Citations

The attached citations contain a brief history and description of each of the potential heritage sites in the study area and an assessment of their cultural heritage significance. The citations also include recommendations for future heritage controls.

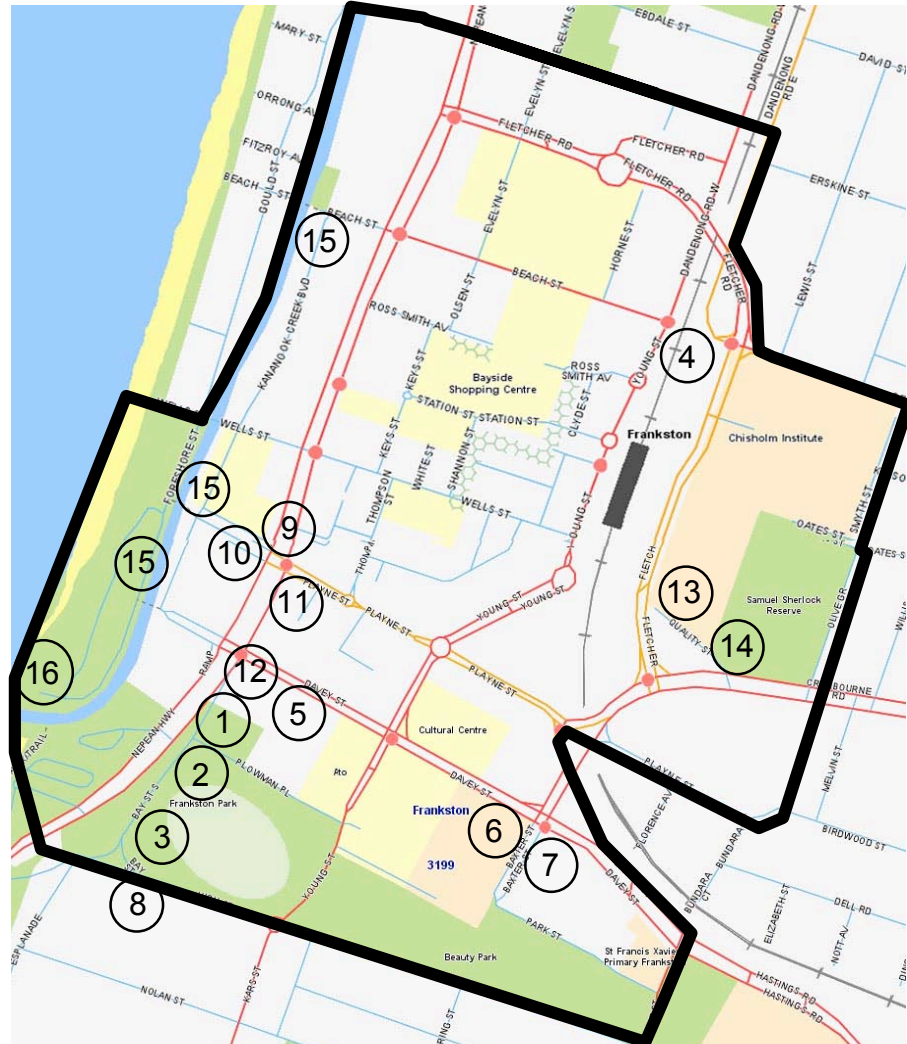


Figure 10 Map of the study area showing the location of potential heritage sites

- | | |
|--|--|
| 1 Fmr Mechanics Institute, Bay Street South | 9 Grimwade Clocktower, Nepean Highway |
| 2 Frankston Park Gates, Bay Street South | 10 Comfort Station, 6R Playne Street |
| 3 St Paul's Anglican Church, 1 High Street | 11 Shop, 473 Nepean Highway |
| 4 Frankston Railway Signal Box, part 69 Young Street | 12 Former Post Office, 2-4 Davey Street |
| 5 Davey Street Precinct, 8-18 Davey Street | 13 Fmr Frankston High School, Quality Street |
| 6 Frankston Primary School (1889 Wing) | 14 Samuel Sherlock Hall, Quality Street |
| 7 St Francis Xavier Church, 60 Davey Street | 15 Kananook Creek Footbridges |
| 8 St Andrew's Uniting Church, 1 High Street | 16 Frankston Pier, 1/9N Pier Promenade |

Former Mechanics Institute

Bay Street South, Frankston



Address/ location of place	Bay Street South, Frankston
Date of construction	1880, 1915, 1957
Original Use	Mechanic's Institute
Current use	Hall
Architect	Unknown
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The foundation stone for the Mechanic's Institute was laid in March 1880. The hall was officially opened with a concert and ball in May of that year. The hall served as a free library from October 1880, following a donation of about 400 books and a government grant of £12.¹ The mechanics institute became the centre of cultural, recreational and civic activity. It was a venue for meetings lectures, plays, concerts, church bazaars and balls.² Alterations and additions were carried out in 1915, including a new committee room and free library and reading room (these two rooms comprises the extant front section of the building). Interest in the Institute's library declined by the 1930. In 1953 plans were put forward to rebuild the hall, create a new municipal library and to transfer control to the shire council. The Council eventually took responsibility for the hall in 1956 following an incident during a visit to Frankston by radio personality Jack Davey. More than 500 fans had crammed into the hall when a fire scare led to crushes of people at the exits. The Mechanic's Institute held its last meeting in the hall in February 1956 and in August of the same year Frankston Choral Society performed in a farewell concert. By October the building had been partly demolished. A new hall was completed by October 1957. .



Frankston Mechanics Institute, c1918. SLV

Description

The hall has an Edwardian single-storey brick façade with a rough cast rendered frieze and a gambrel terracotta tiled roof. The symmetrical front elevation has a recessed entry surmounted by a rough cast rendered parapet. The brickwork has been painted over, the original window openings have been enlarged and the original awning has been replaced. The eaves soffit has also been rebuilt, replacing or concealing the exposed rafters evident in early photographs. The main hall to the rear of the Edwardian façade is a large fibro cement clad building with a gabled roof. The brick skillion roofed wing at the north-east corner of the hall is understood to be a remnant of the original 1880 Mechanics Hall.

¹ Inventory of Mechanics Institutes in Victoria, p.385.

² Ibid.

ConditionExcellent ☐Good ☒Fair ☐Poor ☐Ruins ☐**Integrity**Substantially Intact ☐Altered Sympathetically ☐Altered Unsympathetically ☒Damaged ☐**Comparable examples**

No comparable examples were found in the City of Frankston.

Statement of Significance

The Frankston Mechanic's Institute is of some historic and social significance at a local level as the principal venue for community and social gatherings since the late-nineteenth century. This notwithstanding, little evidence remains of the original 1880 Mechanics Institute and the front wing is a later addition dating from 1915. This part of the building is a fairly generic example of late-Edwardian architecture and has been subject to a number of unsympathetic alterations.

Recommendation

An individual heritage overlay is not recommended for Frankston Mechanics' Institute.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Baragwanath, Pam & Hodgson, Janette. *An Inventory of Mechanics Institutes in Victoria*, 1998.
 Baragwanath, Pam. *If The Walls Could Speak, A Social history of Mechanic's Institutes of Victoria*, 2000.
 State Library of Victoria Picture Collection.
 Steel, G., *Frankston An Outline of the District's Early History*, 1977.

Frankston Park Gates

Corner Bay Street South and Plowman Place, Frankston

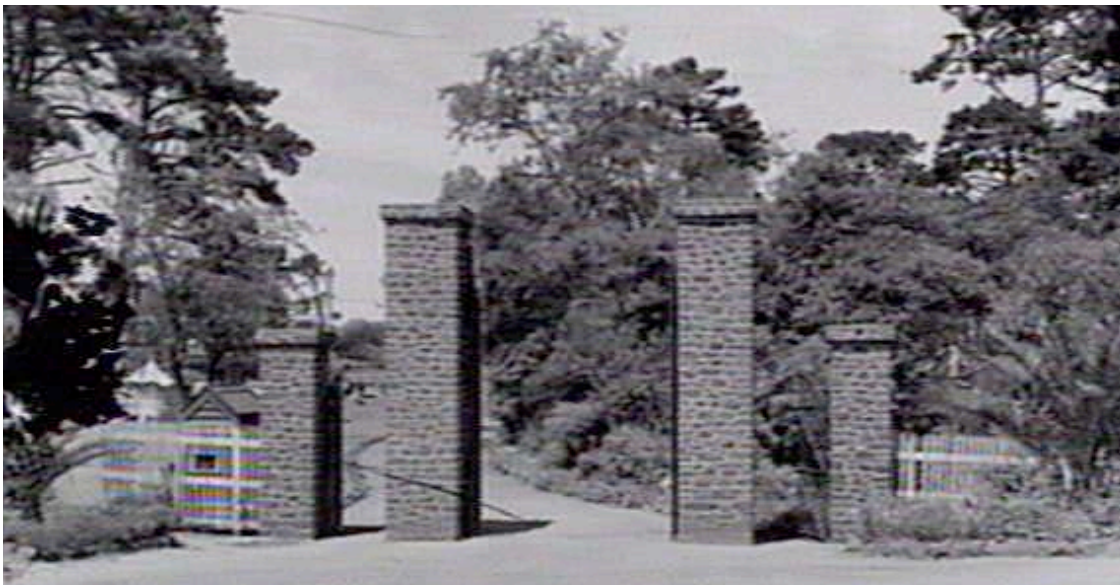


Address/ location of place	Frankston Park, corner Bay Street South and Plowman Place, Frankston
Date of construction	c1937
Original Use	Entrance Gates
Current use	Entrance Gates
Architect	Unknown
Builder	Thomas Ferbnache

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

Frankston Park was first set aside as a public reserve in 1881 but remained at the end of the nineteenth century a rough area surrounded by a hedge.³ Despite much public opposition, a roadway was constructed through the middle of the reserve in 1929, separating Frankston Park from present day Beauty Park. By the mid 1930s the park had been turned into a sports ground and in 1937 a timber grandstand was relocated from the Boy Scout Jamboree site to the southern side of the oval. A new entrance gate was erected at the north-west corner of the park around the same time.⁴ The gateposts were built from locally quarried stone by local stonemason Thomas Fernbache. Affectionately known as 'Black Tom', Fernbache also reputedly built the stables and dairy block at Cruden Farm, the country house of Sir Keith Murdoch.⁵ Wrought iron gates were obtained for the Frankston Park entrance from a demolished section of the Old Melbourne Gaol in Russell Street by Major Condant, then Gaol Governor. Condant had previously been commandant of the Langwarrin Army Camp near Frankston during the First World War.⁶



Frankston Park Gate, c1940. SLV.

Description

The Frankston Park gates are located at the north-west corner of the park, on the corner of Bay Street South and Plowman Place. The gates comprise two main piers flanked on either side by shorter secondary piers. The piers are constructed of random rubble stone with projecting coping. Between the main piers there is an elaborate wrought-iron double-gate. The secondary piers have less ornate wrought-iron pedestrian gates. The entrance gates are flanked on either side by a Canary Island Palm (*phoenix canariensis*). There is also a small gable roofed weatherboard ticket booth located on the east side of the gates. It appears to have been rebuilt entirely in the recent past although a similar structure is visible in a c1940 photograph. The same photograph shows a timber picket fence either side of the gates. This has been replaced with a tubular steel and wire mesh fence.

³ Graeme Butler and Associates, *City of Frankston Heritage Study, Volume 2 Environmental History*. 3.1 Public Buildings -Parks

⁴ Ibid.

⁵ Graeme Butler and Associates, *City of Frankston Heritage Study, Stage 2, Volume 3: 'Cruden Farm'*.

⁶ Frost, Russel, *Frankston and Mount Eliza Sketchbook*, p. 22.

ConditionExcellent ☐Good ☒Fair ☐Poor ☐Ruins ☐**Integrity**Substantially Intact ☒Altered Sympathetically ☐Altered Unsympathetically ☐Damaged ☐**Comparable examples**

No comparable examples were found in the City of Frankston during the course of this study.

Statement of Significance

The c1937 Frankston Park Gates are of historical and architectural significance at a local level. The gates are of historic significance as a remnant of the earliest fabric in the park dating from a major upgrade in the 1930s. The wrought iron gates are of additional historic interest for their connection to the Old Melbourne Gaol. The gates are of architectural significance for their simple robust design and status as a local landmark. The Canary Island Palms either side of the gate make an important contribution to the setting of the place.

Recommendation

An individual heritage overlay is recommended for the Frankston Park Gates (including the Canary Island Palm Trees).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Frost, Russel, *Frankston and Mount Eliza Sketchbook*, Rigby, 1976.

Graeme Butler and Associates, *City of Frankston Heritage Study, Volume 2 Environmental History*.

Jones, Michael *Frankston: Resort to City*. 1989.

State Library of Victoria Picture Collection.

St Paul's Anglican Church

1 High Street, Frankston



Address/ location of place	1 High Street, Frankston
Date of construction	1886-7, 1933, 1959
Original Use	Church
Current use	Church
Architect	Louis Williams
Builder	T.D. Barrett (1933), S W and J Gardner (1959)

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The first St. Paul's Anglican Church was built in 1886-7. The church was altered and enlarged in 1933 to a design by architect Louis Williams, incorporating the original nave. An imposing tower at the western end was included in the plans but was to be built at a later date. Contractor, T.D. Barrett, built the church at an estimated cost of £3,500. The foundation stone was laid on December 16, 1933 by The Archbishop of Melbourne, the Most Reverend F.W. Head and addresses were given by Archbishop Head, General H.W. Grimwade and Reverend P.B. Hayman, the vicar.

In 1957, the church was extensively damaged by a fire. Plans to rebuild and extend the church were again prepared by architect Louis Williams and the work was undertaken in 1959 by builders S.W. and J Gardner. The original side chapel and sanctuary, main sanctuary, crossing, chancel and vestries were retained but the 1887 section of the nave was demolished and the 1933 line of the nave extended sideways and towards Bay Street, with a larger tower and porches included. The old nave was replaced with extensive multi-gabled glazed chapels on both sides. All of this was undertaken in matching brickwork and detail to that of the retained east end of the church.

Description

St Paul's Anglican Church is a clinker brick church in the Arts and Crafts Gothic mode. It has a gabled nave roof clad in terracotta slates with an imposing square plan tower to the front. The bold massing and stylised Gothic detailing is characteristic of Louis Williams' inter war church designs. Multi-gabled bays along side walls of nave were added in 1959. Despite the extent of post war changes the integrity of the original 1930s design remains relatively high.

The church site also contains a Sunday school/kindergarten building constructed c1926 and c1960s parish centre. The Sunday school/kindergarten is a relatively simple single-storey rectangular plan building with a gabled terracotta tiled roof. Aside from the overpainting of the external face brickwork it appears to remain largely intact. The parish centre is a fairly typical post war hall and is constructed of cream brick with shallow pitched gabled main roof.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☐ Altered Sympathetically ☒ Altered Unsympathetically ☐ Damaged ☐

Comparable examples

No other churches with an interwar architectural expression were identified in Frankston during the course of this study.

Statement of Significance

St Paul's Anglican Church, Frankston, is of local architectural, historical and social significance. Designed by important ecclesiastical architect Louis Williams, St Paul's is architecturally significant as a fine example of an Arts and Crafts Style church with bold massing, stylised gothic detailing and an imposing tower. Extensively damaged by fire in 1957, the church was rebuilt to a sympathetic design, also by Louis Williams. St Paul's Anglican Church is of historic and social significance for its long standing role as the focal point of religious worship for the local Anglican community. The church is also a prominently sited landmark visible from many places in the Frankston township.

The former Sunday school and parish hall are of limited historic and architectural interest and are considered to be non-contributory elements within the context of the site.

Recommendation

An individual heritage overlay is recommended for St Paul's Anglican Church (1 High Street, Frankston). It is nonetheless recognised that c1926 former Sunday school and c1960 parish hall do not make an important contribution to the significance of the complex and on this basis could be altered or demolished subject to an appropriate design that is complementary to the character of the church.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

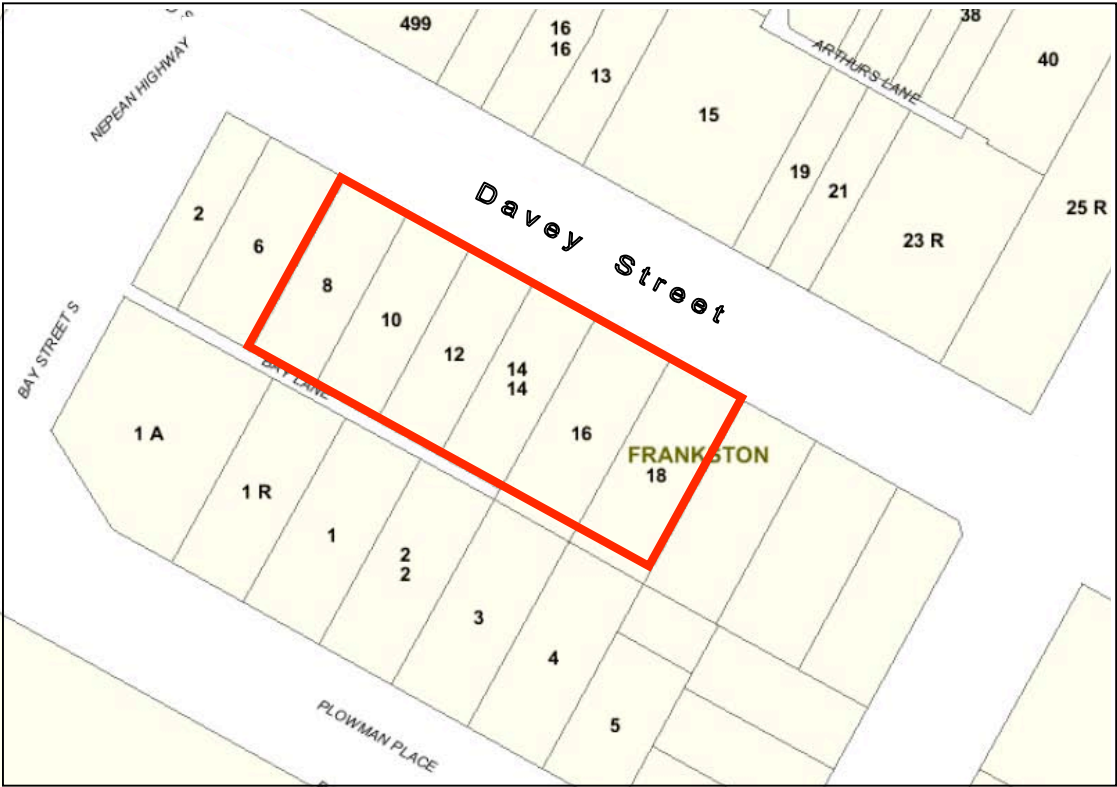
Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

State Library of Victoria Picture Collection.
 Graeme Butler & Assoc, *Frankston Heritage Study*, 1995.
 Public Building File. PROV. VPRS 7882/1. PB file no. 5628.

Davey Street Precinct
8-18 Davey Street, Frankston

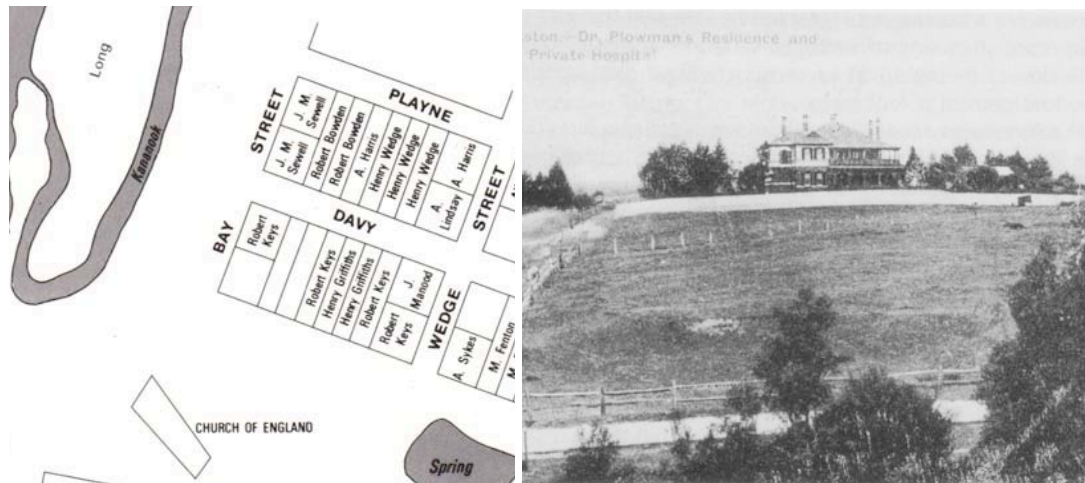


Address/ location of place	8-18 Davey Street, Frankston
Date of construction	c1930- c1950
Original Use	Dwellings
Current use	Dwellings, Medical suites.
Architect	Unknown
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

Davey Street (spelt 'Davy' on early maps of Frankston) is thought to have been named after James Davey, one of the Frankston's earliest pioneers. Town lots on Davey Street were offered for sale as part of the first Frankston land sales in 1854. A plan of the village reserve dated 1858 shows Robert Keys and Henry Griffiths, a Brighton innkeeper, as the principal land owners on the south side of Davey Street between Bay Street (Nepean Highway) and Wedge Streets (now Young Street).⁷ The lot on south-east corner of Davey and Young Streets was owned by J Manood. By 1890 this site had been purchased by Dr Sidney Plowman. In 1900, Plowman built an impressive Queen Anne Style residence on the site, which he also used as a surgery and private hospital.



Left: Part of the village reserve at Frankston showing land purchasers by 1858

Right: View from Frankston township looking south to Dr Plowman's house on Davey Street

The remainder of this stretch of Davey Street remained largely undeveloped until the 1930s. Rate books are ambiguous but suggest that the house at 18 Davey Street had been constructed by at least 1933 for J P Ham. Around this time Mrs B Taylor is listed as the owner of much of the land adjoining the Plowman residence. By 1935, Taylor had developed one of her properties with a block of flats (14 Davey Street). The following year Dr Keith Brown purchased land (8 Davey Street) and built a residence c1936-1937. By 1938, Brown and Plowman were joined by another medical practitioner, Dr Stella Altman, who erected a double-storey house at 10 Davey Street. The house at 12 Davey Street is first listed in the rate books of 1937-38 with Eric Hall as the owner.

The property at 16 Davey appears to have remained undeveloped at the start of the Second World War. By the early 1950s, Mrs Barbara Womersley is listed as the owner of a house on the site. Davey Street's association with the medical profession continued into the 1960s and 1970s with various doctors, dentists and other specialists operating from the houses at 8, 10 and 18 Davey Street.⁸

With the exception of the block of flats at no.14, the Davey Street houses were good quality villas. They were sited on elevated ground with bay views and presumably fetched much higher prices than land in the low lying township. This reflects a broader pattern of settlement in Frankston whereby the hilly terrain south of the town attracted prestigious housing development.

⁷ Jones, *Frankston Resort to City*. p. 38.

⁸ Sands and McDougall directories

Description

The houses are elevated with generous front gardens and low brick retaining walls across the street boundaries. Several styles are evident within the street demonstrating the eclectic range of decorative elements available to builders of houses in the first half of the twentieth century. The group includes examples of villas drawing inspiration from English sources and examples of more Modern housing types. As such, the group generally evinces an interwar and immediate postwar character, including the postwar house at No 16, which contributes in terms of form and scale.

No 8 is a c1937 stylised Old English style design with cream brick walls and a gabled slate roof. It has an asymmetrically massed facade with a projecting brick gable and a recessed secondary weatherboard clad gable over the main entry. The facade also features a canted bay window and brick quoining.

No .10 is a c1938 double-storey residence with a hipped terracotta tiled roof and cream brick resting on a clinker brick plinth. A continuous band of render above the ground floor gives the building a Moderne appearance. The cantilevered concrete awning over the main entry and curved wrought iron balustrade are also characteristic of the Moderne style.

Nos 12 is double-storey residence constructed c1938. It has a hipped terracotta tiled roof and clinker brick walls with cream brick banding. The facade is also of note for the herringbone pattern brick infill panels. The first floor window to the projecting front bay appears to be a later addition.

No.14 is c1935 double-storey block of flats with a relatively austere design. The flats have a hipped terracotta tiled roof and clinker brick walls with timber-framed, double-hung sash windows. Aside from a window on the ground floor which has been replaced, the building appear to remain largely intact externally.

No.18 is an attic storey residence which demonstrates an English Domestic revival influence. It has a broad terracotta tiled roof with a clinker brick chimney to one side. The upper level of the house is finished in textured render and contains casement windows with face brick sills. The lower level is constructed of clinker brick and incorporates an original or early timber garage door. The roof appears to have been recently reclad and incorporates a small flat roof attic storey addition.



8 Davey Street



10 Davey Street



12 Davey Street



14 Davey Street



16 Davey Street



18 Davey Street

ConditionExcellent ☐Good ☒Fair ☐Poor ☐Ruins ☐**Integrity**Substantially Intact ☒Altered Sympathetically ☐Altered Unsympathetically ☐Damaged ☐**Comparable examples**

No comparable precincts from this period and of this integrity were identified in the City of Frankston as a part of this study. In this case, the lack of comparable building stock and streetscapes contributes part of the argument for the significance of the groups.

Statement of Significance

The Davey Street precinct, Frankston, is of aesthetic and historical significance at a local level. The precinct retains its interwar and immediate postwar architectural character to a high degree of integrity and demonstrates a range of handsome building styles of the period. Similar building stock is relatively common to the inner and middle ring suburbs of Melbourne but is rarely found in the City of Frankston.

The precinct is of historical significance for its ability to demonstrate the settlement pattern of Frankston with affluent housing development typically occurring on the elevated ground above the low lying Frankston township. The precinct is also of some local interest for its long and continuing association with Frankston's medical fraternity, with some buildings being used as doctor's surgeries as well as residences.

Recommendation

A heritage overlay is recommended for the Davey Street Precinct at 8-18 Davey Street, Frankston. It is nonetheless recognised that the house at 16 Davey Street does not contribute to the significance of the group and on this basis could be demolished subject to an appropriate replacement that was also complementary to the character of the other buildings in the group. The Norfolk Island Pines along Davey Street provide an attractive setting for the interwar houses in the precinct and should be investigated in further detail by a suitably experienced heritage landscape consultant.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Frankston Rate Books, Public Records Office of Victoria.
Sands and McDougall Directory of Victoria. 1960-1970.

Frankston Primary School (1889 Wing)

40 Davey Street, Frankston



Address/ location of place	40 Davey Street, Frankston
Date of construction	1889
Original Use	School classroom
Current use	'Old School House Museum'
Architect	Public Works Department
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The following history is reproduced from the Frankston Heritage Study

Mrs. Grace McComb, a Frankston pioneer having settled in the Frankston area in 1852, led residents in petitioning the Government for the grant of allotments 5, 6, 7, 8, 9 and 10 of section 4 of the village of Frankston, Port Phillip Bay, for state school purposes. The application for the 3 acres was made on October 28th, 1873. The land was gazetted as temporarily reserved for state school purposes on November 11th, 1873. By the end of October, 1874, a timber building large enough to accommodate 6- pupils was completed.

Frankston State School opened on November 1st, 1874, with an enrolment of 45 children and Alexander Allan was Head Teacher and Augusta S. Petrie as Work Mistress. A three-roomed residence was attached to the school, possibly the result of the Education Department calling tenders for additions to the school in timber during 1880.

By mid-1889, because the school's enrolment had risen to 250, the residence had been converted into a classroom and brick classroom added. Extensive alterations and additions were made to the school between 1913 and 1924 and the names of former pupils who enlisted in World War 1 were inscribed on bronze plates around the War Memorial, which was erected in front of the school.

The school's enrolment continues to increase and by 1923 the Masonic Hall supper room had to be hired. Grade 7 & 8 transferred to the High School when it opened there in 1928. By 1929 enrolments had reached 350. In 1937 three new brick classrooms were erected some distance from the original buildings and these classrooms and the new office, staffrooms and a shelter shed then formed the nucleus of the future school. Increasing enrolments meant overcrowding continued to plague the school during the early 1940s, despite the addition of a fourth brick building in 1941. A two-storied wing comprising six brick classrooms, built in 1945, relieved overcrowded conditions for a time, but Frankston continued to develop rapidly and by 1950 an enrolment of 905 meant overcrowding was again a problem, with halls and shelter sheds being utilized as classrooms. The Education Department's policy in the 1950s of building new schools away from the business centre relived the situation.

In 1959 Frankston was proclaimed a training school for future teachers. A Rural Training School was established in 1962 to train teachers for small country schools. A central library was built and opened by the Hon. L.H.S. Thompson, MLC, on August 1st, 1969. Head teachers who served for long periods at Frankston State Schools include Alexander Allan (1847-77), Thomas S. Robinson (1882-92), William H. Richardson (1907-17), James P. Jennings (1917-28) and William A. Shakespeare (1961-68).

Description

A small polychrome brick building with a hipped slate roof and projecting minor gable to the front. Windows have multi-pane sashes and awnings supported on curved timber brackets.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☒ Altered Sympathetically ☐ Altered Unsympathetically ☐ Damaged ☐

Comparable examples

No comparable Victorian school buildings were identified in the municipality during the course of this study.

Statement of Significance

The following statement of significance is reproduced from the Frankston Heritage Study

Architecturally, this is typical of government school designs in the late 19th century, except for its diminutive size. The oldest public building in Frankston: of local importance.

Historically, a public building over a long period in the city's history and hence the vehicle for many personal associations and family histories. It is one of the oldest surviving public structures of Frankston and one of the few reminders of the character of central Frankston in the 19th Century.

Recommendation

The current online planning scheme map indicates that all of the school grounds are covered by a heritage overlay although the heritage overlay schedule for the site refers only to the 1937-45 wing. It is recommended that the heritage overlay schedule be amended so that it also describes the 1889 wing.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Graeme Butler & Assoc, *Frankston Heritage Study*, 1995.

Jones, Michael *Frankston: Resort to City*. 1989.

Steel, Gwenyth, *Frankston An Outline of the District's Early History*. 1977.

St Francis Xavier Church

60 Davey Street, Frankston



Address/ location of place	60 Davey Street, Frankston
Date of construction	1954
Original Use	Church
Current use	Church
Architect	Alan G Roberston
Builder	E N Goss

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

Frankston's first Catholic Church was blessed by Archbishop Carr in 1889 and enlarged in 1928. Although Frankston had few Catholics in the nineteenth century, summer holiday makers went to mass at St Francis Xavier and regular summer picnics were held for Melbourne's Catholic community at Frankston.⁹ As the suburb expanded after the Second World War, Frankston Catholics raised money for a new 600 seat church to a design by architect Alan G Robertson.¹⁰ Archbishop Daniel Mannix laid the foundation stone on the 27 September 1953 and the church was completed by October of the following year.¹¹ It featured stained glass windows depicting the Symbols of the Passion of Christ and St Francis Xavier by noted artist Alan Sumner MBE (1911-94). They were reputedly the largest windows of their type in the southern hemisphere at the time of completion.¹²



St Francis Xavier Church, c1960. State Library of Victoria Picture Collection.

Description

St Francis Xavier Church is a substantial cream brick building with a shallow pitched gable roof and freestanding steel tower. The building adopts a fairly conventional plan form comprising a large rectangular nave with angled bays along each side. The sanctuary is located at the southern end of the nave and is flanked on either side by projecting chapel wings. The church remains substantially intact notwithstanding the modern addition across the Davey Street façade. The Presbytery, which is located adjacent to the church, is a largely intact single-storey late-Edwardian red-brick villa. A dwelling constructed on the associated land, at 7 Baxter Street, is a later addition and is not considered an integral part of this ensemble.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

⁹ Graeme Butler and Associates, *City of Frankston Heritage Study, Volume 2 Environmental History. Section 3.1.*

¹⁰ Public Building File. No. 9888, PROV VPRS 7882, Unit 1151.

¹¹ *The Advocate*, September 17, 1953, p.8.

¹² *Parish of St Francis Xavier Frankston 1889-1989 – Centenary Commemorative*, October 21, 1954, p.25.

Integrity

Substantially Intact ☒ Altered Sympathetically ☐ Altered Unsympathetically ☐ Damaged ☐

Comparable examples

St Andrew's Uniting Church, High Street, Frankston, also dates from the post-war period and adopts a similar modernist cream brick aesthetic, albeit on a smaller scale.

Statement of Significance

St Francis Xavier Church, 60 Davey Street, Frankston, is of historic, architectural and social significance at a local level. Constructed in 1953-1954 to replace a smaller nineteenth century church, St Francis Xavier is of historic significance for its ability to demonstrate the dramatic population growth in Frankston during the post war period. St Francis Xavier Church is architecturally significant as a representative example of post-war ecclesiastical architecture. Like many other churches of the period it utilises a modernist architectural vocabulary within the framework of traditional church design. The building is of added significance for its impressive stained glass windows by noted artist Alan Sumner. St Francis Xavier Church is also of social significance as the principal place of worship and meeting for Frankston's Catholic community. The Church Presbytery contributes to the significance of the place as a fine and largely intact example of a late-Edwardian villa. The later dwelling constructed on part of the church curtilage, at 7 Baxter Street, is non-contributory.

Recommendation

An individual heritage overlay is recommended for St Francis Xavier Church (60 Davey Street, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Graeme Butler & Assoc, *Frankston Heritage Study*, 1995.

Public Building File No. 9888. PROV VPRS 7882, Unit 1151.

The Advocate.

Parish of St Francis Xavier Frankston 1889-1989 – Centenary Commemorative. St Francis Xavier's Centenary Booklet Committee November 1989.

Frankston Railway Station Signal Box

Part 69 Young Street, Frankston



Address/ location of place	Part 69 Young Street, Frankston		
Date of construction	c1922		
Original Use	Signal Box		
Current use	Signal Box		
Architect	Railways Department		
Builder	Unknown		

Listings and controls			
Victorian Heritage Register	Yes	<input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes	<input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes	<input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The first railway lines were laid in Melbourne in the 1850s by private companies and linked inner southern suburbs and places like Geelong and Bendigo to the city. All lines came under the umbrella of the Victorian Railways in the 1880s and it was generally accepted that the railways brought prosperity and development to an area. Development of the Frankston line began in 1859 when the line was extended out to Caulfield Station. By 1881 the line had been extended from Caulfield to Mordialloc in 1881.

The line from Mordialloc to Frankston opened in August 1882, helping to bring an end to relative isolation of the town. Between 1881 and 1891, the township expanded from 173 people in 29 houses to 794 people in 160 houses.¹³ This period also saw the construction of a number of impressive commercial premises in the town centre including the Frankston Coffee Palace, T Richie's Frankston Store, and the Prince of Wales Hotel, erected in 1882.

By the turn of the century Frankston's commercial district was concentrated around the railway station and Young Street had emerged as the town's main shopping strip. Electrification of the Frankston line in 1922 encouraged further development. As part of the electrification works, a signal box was commissioned at Frankston railway station in 1922.¹⁴ It is understood that all the other early station buildings at Frankston were demolished in the 1980s when the station was upgraded.

Description

The signal box is a utilitarian double-storey weatherboard clad building with a hipped corrugated iron roof. The upper level of the track-side (east) elevation features a continuous band of windows and a timber walkway with tubular metal handrail, supported on metal brackets. Below the walkway, there are four regularly spaced six-pane, timber-framed windows. The signal box appears to remain largely intact and is generally in good condition although it is understood to have been relocated a number of times.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☒ Altered Sympathetically ☐ Altered Unsympathetically ☐ Damaged ☐

Comparable examples

No comparable examples were identified within the City of Frankston as part of this study. Other early railway station infrastructure survives at Seaford in the form of a c1925 substation although this has an entirely different rendered masonry neo-classical design.

¹³ Michael Jones, *Frankston Resort to City*, p.98.

¹⁴ www.vicsig.net/index.php?page=infrastructure&box=Frankston

Statement of Significance

The Frankston Railway Station signal box is of historical and architectural significance at a local level. It is historically significant as an early building associated with the operation of the Melbourne to Frankston railway. It is architecturally significant as a representative and largely intact example of a standard Victorian Railways signal box. It may also be the earliest surviving purpose built railway structure in the municipality.

Recommendation

An individual heritage overlay is recommended for Frankston Railway Station Signal Box (Part 69 Young Street, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Jones, Michael *Frankston: Resort to City*. 1989.

Steel, Gwenyth, *Frankston An Outline of the District's Early History*. 1977.

St Andrew's Uniting Church

16-18 High Street, Frankston



Address/ location of place	16-18 High Street, Frankston
Date of construction	1958
Original Use	Church
Current use	Church
Architect	John Wallinga
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust of Australia (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The rapid post war expansion of Frankston created a demand for new community facilities such as churches. A large brick Catholic Church was completed in 1954 on the corner of Davey and Baxter streets. Other local religious groups involved in church building in the 1950s included the Presbyterians. They had a new church and hall (St Andrew's) built on a site near the western end of High Street to the design of architect John Wallinga.¹⁵ The church's foundation stone was laid on the 22 March 1958 by the Rev Goddard, Moderator of the Presbyterian Church of Victoria.



St Andrew's Presbyterian Church, c1960. SLV.

Description

St Andrew's Church is a cream brick building with a broad terracotta tiled gable roof and asymmetrically massed façade featuring a square plan tower and flat roofed narthex. The tower has a series of narrow windows to front and a large stained glass window to the east side. The main gable end contains a full height cross formed by projecting brickwork. The church plan comprises a rectangular nave with a narthex to the front, apse to the south end and angled choir bays to either side. St Andrew's remains substantially intact aside from a relatively recent link structure connecting it to the adjacent hall. A new door opening has also been created at the north-west corner of the narthex. Both the hall and Sunday school/kindergarten to the rear of the church are parts of the original ensemble of 1950s church development.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☒ Altered Sympathetically ☐ Altered Unsympathetically ☐ Damaged ☐

¹⁵ Public Building File. VPRS 7882.P1. PROV. The *Frankston Heritage Study* attributes the design to noted ecclesiastical architect Louis Williams.

Comparable examples

St Andrew's shares a number of characteristics with the post-war St Francis Church on Davey Street, such as the plain cream brick walls, although the former has a more architecturally sophisticated design.

Statement of Significance

St Andrew's Uniting Church, Frankston, is of local historical, architectural and social significance. The church and attached hall are of historical significance as an example of the type of community facility erected in Frankston during the post war population boom. St Andrew's is architecturally significant as a handsome example of post-war church architecture. In particular, the church design is of note for its bold asymmetrical massing and the manner in which it combines modernist cream brick elements with more traditional church forms. St Andrew's Uniting Church is of social significance as the place of worship and meeting for the local Uniting church congregation.

The church is of primary significance as the key built form on the site. The hall is considered to be of secondary significance because it has been altered externally to a greater degree. The Sunday school/kindergarten to the rear of the church is contemporary with the other buildings but is of limited architectural interest and has no visibility from the street. It is considered to be of very limited contributory significance.

Recommendation

An individual heritage overlay is recommended for St Andrew's Uniting Church (16-18 High Street, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Public Building File no. 11384. Public Records Office of Victoria VPRS 7882/P1 Unit no. 1331.
State Library of Victoria Picture Collection.

Building C (Former Frankston High School)

Chisholm Institute of TAFE, Quality Street

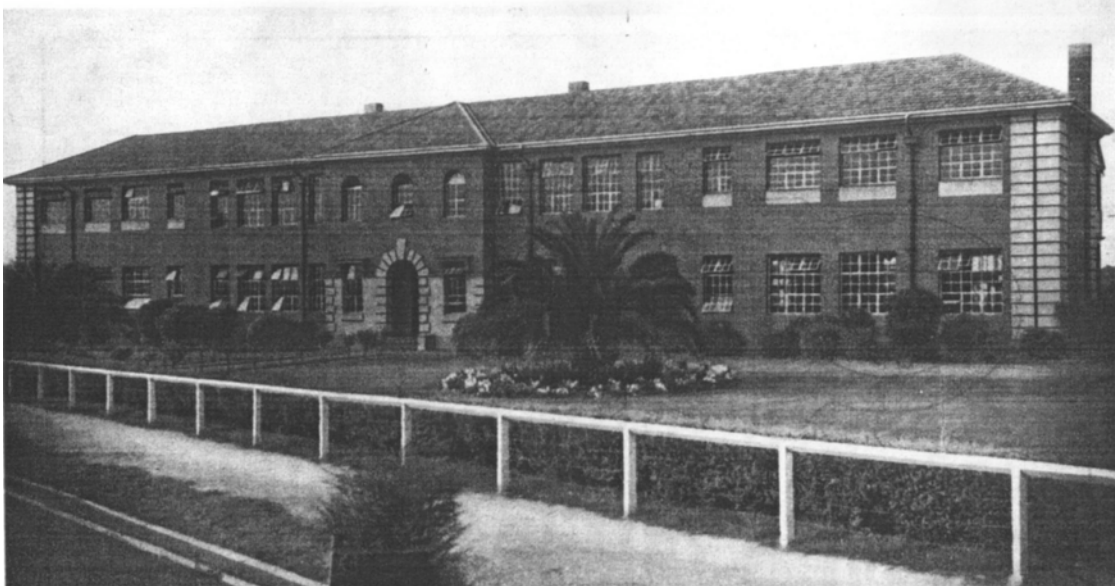


Address/ location of place	Quality Street, Frankston
Date of construction	1926-1927.
Original Use	High School
Current use	TAFE
Architect	Public Works Department
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

Frankston High School commenced on the 12 February, 1924, with an enrolment of 64 pupils in temporary accommodation at the Masonic Hall. The foundation stone of the new "1926 Model High" school was laid in September 1926 by the Hon. A Downard, MLA, Minister for Lands although it was not until July 1927, that the pupils were able to leave their temporary quarters and move into the two storey building in Quality Street. By 1947 the school, built to accommodate 350 pupils, was housing 600 students. A decision was made to relocate the overcrowded high school to a new facility in Towerhill Road, which opened in 1958. The original high school was converted into a technical School and is currently used by Chisholm TAFE.¹⁶



Frankston High School, c1930.

Description

The former Frankston High School is a substantial double-storey red-brick building with rendered dressings and a hipped terracotta tiled roof. It has a long, symmetrical facade designed in a restrained neo-Georgian style typical of state schools of the period. Most of the ground floor facade is obscured by later additions. An original verandah on the west side of the building has been enclosed and there are modern TAFE buildings abutting the rear.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☐ Altered Sympathetically ☐ Altered Unsympathetically ☒ Damaged ☐

¹⁶ <http://www.fhs.vic.edu.au/infodefault.htm>

Comparable examples

The 1929 Mordialloc-Chelsea High School (in the neighbouring municipality of Kingston) is a more intact and architecturally interesting example of this type of building.

Statement of Significance

The building is of some historic and social significance at a local level for its long and ongoing role as an education facility, first as a High School and later as a Technical School. Architecturally, the school is a representative but not exceptional example of an institutional building of the period and its significance has been compromised by unsympathetic alterations and additions.

Recommendation

The former Frankston High School is not of sufficient cultural heritage significance to warrant protection under the City of Frankston planning scheme.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Evans M., Murray, H., Evans J., *Optima Semper: A History of Frankston High School 1924-1994*.
Frankston High School website. <http://www.fhs.vic.edu.au/info/default.htm>

Samuel Sherlock Hall

Quality Street, Frankston



Address/ location of place	Quality Street, Frankston
Date of construction	c1929, c1936
Original Use	Hall
Current use	Hall
Architect	Unknown
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

An application to construct a 'Junior Hall' on this Quality Street site was lodged with the Health Department in 1929. Described as a brick, wood and iron hall, it originally had a simple rectangular plan form with the main entry facing Quality Street. A cement-sheet clad kitchen addition was constructed at the rear c1932. Plans for more substantial extensions and alterations were lodged in April 1936. They show a new front entry porch and a rear addition containing a kitchen, girl guides room, scouts room and dressing room. Around 1950, the building's named was changed from 'Junior Hall' to 'Scout and Guide Hall'.¹⁷

Description

Samuel Sherlock Hall is a single-storey red-brick building with a gabled corrugated iron clad roof and flat roofed entry porch. It has a relatively austere parapeted facade divided into three bays by capped brick pilasters. The hall has been subject to a number of alterations including the bricking up of the entry porch doors and the window openings on the west elevation. All the windows on the east elevation have been replaced and there is a disabled access ramp to this side. There are also substantial modern additions to the rear.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☐ Altered Sympathetically ☐ Altered Unsympathetically ☒ Damaged ☐

Comparable examples

The 1926 Carrum Downs Memorial Hall is typical of rural halls of the period but is understood to be more intact than the Samuel Sherlock Hall.

Statement of Significance

The Samuel Sherlock Hall, Quality Street, Frankston, is of some social and historic interest at a local level for its long standing role as a venue for community gatherings. Architecturally, the hall is a generally unremarkable example of interwar design. Its significance has been further compromised by modern alterations and additions and the loss of original fabric.

Recommendation

The Samuel Sherlock Hall is not of sufficient cultural heritage significance to warrant protection under the City of Frankston planning scheme.

¹⁷ Public Building File No. 7347. Public Records Office of Victoria, VPRS 7882/P1, Unit 872.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Public Building File No. 7347. Public Records Office of Victoria, VPRS 7882/P1, Unit 872.

Grimwade Clocktower
Nepean Highway, Frankston



Address/ location of place	Nepean Highway, Frankston
Date of construction	1956
Original Use	Clocktower
Current use	Clocktower
Architect	John Butler
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

General Harold William Grimwade CB, CMG, VD (1869-1949) was one of Frankston's most prominent residents and benefactors. The son of wealthy drug wholesaler and parliamentarian Frederick Sheppard Grimwade, Harold trained as a pharmacist before being made a partner in the family business in 1893.¹⁸ In 1914 he built a large residence near Frankston on the cliff overlooking Davey's Bay which he named 'Marathon'. At the outbreak of the First World War he was appointed chief embarkation officer for the Australian Imperial Force in Victoria, before commanding the 4th Field Artillery Brigade in Egypt and France from August 1915. Nicknamed 'Grim Death', he gained a reputation as a forceful leader and was made a Companion of St Michael and St George (CMG) in 1917 and a Companion of the Bath (CB) in 1918. Grimwade returned to the family business after the war and played an important role in the development of Australia's pharmaceutical, glass, plastics and chemical manufacturing industries.

Following Grimwade's death at Marathon in 1949, the citizens of Frankston formed a committee to erect a monument in his memory. It was not until May 1956 that architect John Butler of Mount Eliza was appointed to design the memorial which was to take the form of a clock tower clad in green Dromana granite. The architect offered the following explanation of his design: 'as this granite with polished face is rich and strong in appearance we propose a simple shape consisting of only the tower column and two flank walls which will in effect be seats'.¹⁹ A clock manufactured by Gent & co. of Leicester, England was obtained after numerous different makes and designs had been considered. The clock tower was eventually completed in July 1956 after protracted negotiations concerning traffic routing.²⁰



Left: General Harold William Grimwade, 1918. Source: Australian War Memorial.

Right: Nepean Highway, c1960. Source: State Library of Victoria Picture Collection.

Description

A square plan tower with a clock face mounted near the top of each side. The tower is faced in polished green Dromana granite with rock faced edges at the corner, providing a textural contrast. A bronze plaque fixed to the base of the tower's east side reads: 'IN MEMORY OF MAJOR-GENERAL H.W. GRIMWADE C.B C.M.G V.D 1969 1949'. The tower remains largely intact although one clock faces is missing and the original 'flank walls' have been removed and replaced with a low garden bed.

¹⁸ J. R. Poynter, 'Grimwade, Harold William (1869 - 1949)', *Australian Dictionary of Biography*, Volume 9, pp 126-128

¹⁹ *Frankston and Mount Eliza Sketchbook*, p.14.

²⁰ *Frankston Heritage Study*, '3.1 Public Buildings: Street Memorial', http://www.frankston.vic.gov.au/fhs/stage1-vol-2/street_memorial.htm

ConditionExcellent ☐Good ☒Fair ☐Poor ☐Ruins ☐**Integrity**Substantially Intact ☒Altered Sympathetically ☐Altered Unsympathetically ☐Damaged ☐**Comparable examples**

No comparable structures of this type were identified in the City of Frankston during the course of this study. In the adjoining municipality of Kingston the clock towers at Mordialloc and Chelsea form a pair of significant landmarks on the Nepean Highway frontage (both are protected by a heritage overlay). Their designs reflect the understated Modern aesthetic admired during the interwar period. They respectively commemorate David White, a local Councillor and the state's centenary, underscoring the wide range of applications for structures of this type.

Statement of Significance

The Grimwade Clocktower, Nepean Highway, Frankston, is of local architectural significance as a prominent local landmark. It is of some local historical significance for its association with Major General Harold William Grimwade.

Recommendation

An individual heritage overlay is recommended for the Grimwade Clocktower (Nepean Highway, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Graeme Butler & Assoc. in conjunction with Dr. Chris McConville, Francine Gilfedder and Diane Morrison, *City of Frankston Heritage Study, Volume 2 Environmental History*.
 Frost, Russel, *Frankston and Mount Eliza Sketchbook*, Rigby, 1976.
 Poynter, J. R. 'Grimwade, Harold William (1869 - 1949)', *Australian Dictionary of Biography*, Volume 9, pp 126-128.

Comfort Station
6R Playne Street, Frankston



Address/ location of place	6R Playne Street, Frankston
Date of construction	c1951
Original Use	Public toilet
Current use	Public toilet
Architect	Unknown
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The comfort station is thought to have been constructed in c1951-52.²¹ Sited on a prominent corner on the Nepean Highway, the comfort station was a popular stopping point for motorists travelling to and from holiday towns further down the Mornington Peninsula.

Description

The comfort station is a single-storey building with random rubble stone walls and a hipped terracotta tiled roof. It has a parapeted entry facing the Nepean highway with a cantilevered concrete awning, recalling Moderne style suburban villas of the late 1930s. The words 'COMFORT STATION' are displayed in metal letters across the front of the parapet. The comfort station appears to be largely externally intact aside from some of the original glass block windows which been partially infilled with brick. Two of the metal letters forming the Comfort Station sign are missing and have been replaced with letters painted directly onto the stonework.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☒ Altered Sympathetically ☐ Altered Unsympathetically ☐ Damaged ☐

Comparable examples

No comparable toilet blocks were identified in Frankston during the course of this study.

Statement of Significance

The Comfort Station on the corner of Playne Street and Nepean Highway Frankston is of local architectural significance as a handsome example of a small public facility built in stone. It is also something of a local landmark. The Comfort Station is of historical significance as an illustration of the increased popularity of seaside trips to the Peninsula made possible by the wider spread access to motor car transport in the post war era.

Recommendation

An individual heritage overlay is recommended for the Comfort Station (6R Playne Street, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

²¹ Pers. Comm., Glenda Devina, 13/02/2008.

Other Listings and Controls			
Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No <input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No <input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No <input checked="" type="checkbox"/>

Sources
Personal Communication with Glenda Devina, 13/02/2008.

Shop
473 Nepean Highway, Frankston



Address/ location of place	473 Nepean Highway, Frankston
Date of construction	c1890
Original Use	Unknown
Current use	Shop
Architect	Unknown
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The appearance of the building suggests that it was constructed c1890 as a bank or similar institution. By the 1930s it was in use as a chemists shop.



c1909. State Library of Victoria



c1930s. Frankston Resort to City

Description

A double-storey rendered masonry shop building with an ornate parapeted facade. The upper storey has a deep cornice, window aedicules and a paired arch to the Nepean Highway frontage. This part of the building remains largely intact although chimneys and parapet finials have been removed. The ground floor has been entirely rebuilt. Early photographs indicate that this part of the building originally had a rusticated render finish and arched window openings. By the 1930s, a verandah had been constructed along both street frontages. The existing cantilevered awning is much more recent addition.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☐ Altered Sympathetically ☐ Altered Unsympathetically ☒ Damaged ☐

Comparable examples

A single-storey Victorian shop building survives at 491-493 Nepean Highway but it is even less intact.

Statement of Significance

The shop at 473 Nepean Highway is of some local interest as one of the few late-nineteenth century retail buildings remaining in Frankston's town centre. Its significance has, however, been diminished by substantial alterations to the façade. If it were part of a precinct of similar buildings it might be seen as a contributory element but it is not of local significance in its own right.

Recommendation

An individual heritage overlay is not recommended for the shop at 473 Nepean Highway, Frankston.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

State Library of Victoria Picture Collection.

Former Post Office 2-4 Davey Street, Frankston



Address/ location of place	2-4 Davey Street, Frankston
Date of construction	c1941
Original Use	Post Office
Current use	Nightclub
Architect	Commonwealth Department of Works (?)
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

A Post Office Savings Bank was opened in Frankston in January 1881. The first official Commonwealth Post Office was erected in 1910 on the south-west corner of Davey Street and the Nepean Highway.²² Early photographs show it to have been a modest, single-storey Edwardian building with a gabled roof. This building was remodelled in 1927 and again c1941, when it was given a new façade and double-storey additions. Architectural drawings for these later works show that the northern half of the ground floor contained the mail room and service counter for the public, accessed via a lobby at the north west corner of the building.²³ The southern half of the ground floor contained a telephone switch room, ladies and public telephone booths. The first floor contained the telephone exchange's Main Distribution Frame (MDF), battery room, lunch room and lavatory.²⁴



Frankston Post Office c1917-1930. SLV



Frankston Post Office c1942. NAA.

Description

The former Post Office at 2-4 Davey Street, Frankston, is a rendered masonry building comprising a single-storey wing on the corner and adjoining double-storey wing to the south. Both sections of the building have hipped terracotta tiled roofs, partly concealed by a parapeted facade. The facade adopts a generally austere interwar Moderne style design with little decorative detailing aside from the Art-Deco inspired decorative panels flanking either side of the corner entry. It appears to remain largely intact aside from the enlargement and infilling of some window openings and the replacement of window frames.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☒ Altered Sympathetically ☐ Altered Unsympathetically ☐ Damaged ☐

²² Gwentyth Steel, *Frankston An Outline of the District's Early History*, pp.30-31.

²³ National Archives of Australia. Series B3712, Drawer 66, Folder 26.

²⁴ National Archives of Australia. Series B3712, Drawer 66, Folder 26.

Comparable examples

No comparable examples were found in the City of Frankston. Within the broader metropolitan area, post offices in the Moderne style appear to be relatively rare.

Statement of Significance

Constructed 1910 and extensively remodelled and enlarged c1941, the former Post Office at 2-4 Davey Street, Frankston, is of historical and aesthetic significance at a local level. The former Post Office is of historic significance for its important role in the provision of postal and telecommunications services to the local community. The former Post Office is of aesthetic significance as rare and largely intact example of a post office in the interwar Moderne style.

Recommendation

An individual heritage overlay is recommended for the former Post Office (2-4 Davey Street, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

National Archives of Australia. Series B3712/0. Drawer 66 Folder 26.
 National Archives of Australia. Photo Collection.
 State Library of Victoria Picture Collection.
 Steel, Gwentyth , *Frankston An Outline of the District's Early History*, 1977.

Frankston Pier

1/9N Pier Promenade, Frankston



Address/ location of place	1/9N Pier Promenade, Frankston
Date of construction	1857, 1863, c1920-1930, 1952
Original Use	Pier
Current use	Pier
Architect	Public Works Department (?)
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The following history is drawn from the Frankston Heritage Study.

Frankston Pier was constructed in stages beginning in 1857. This first pier was much shorter in length than the present structure and was extended by 120 feet in 1863 following a petition from local residents to the Public Works Department. Various repairs and additions to the pier were carried out through to 1866. In the 1880s the Frankston Brick Company undertook works to the pier approach to allow for easier shipment of their product. The pier did not, however, play a major part in the commercial life of the town nor did it attract excursion steamers from Melbourne in any great numbers. Use of the pier declined considerably following the extension of the railway to Frankston 1882 and it was allowed to fall into a state of disrepair.

By the early twentieth century, sections of the long neglected pier had collapsed. The Ports and Harbour Department agreed to undertake repair work but rejected local appeals for the construction of a breakwater at Frankston. Another request by the local council to have the pier gazetted as a passenger wharf was also turned down. Repair work on the pier had not finished when it was damaged by storms in the 1930s.

The poor state of the pier remained a local concern in the post war years when day trippers began arriving from Melbourne by car. The pier was popular as a promenading and fishing spot in this period and locals were anxious to see it repaired and substantially rebuilt. In 1950 the Public Works Department argued that only minor maintenance work was necessary to allow ongoing use of the pier but the following year it was suffering rapid deterioration. The Ports and Harbours Department of the Public Works Ministry resumed repair work and in May 1952 the local newspaper commented on their "fine job" in reconstructing the pier. The pier continues to be a major attraction for beachgoers and recreational fishermen today.



Frankston Pier, c1905. State Library of Victoria.



Frankston Pier, c1919. State Library of Victoria.

Description

The Frankston pier has timber pile substructure supporting a timber deck with an L shaped plan form. The pier has been subject to a number of rebuilding programs and the extent to which it retains nineteenth century fabric is unclear. Nonetheless, its overall form appears to have changed little since the early twentieth century. The tubular steel handrail and flagpoles along the south side of the pier are modern additions.

Condition

Excellent ☐ Good ☒ Fair ☐ Poor ☐ Ruins ☐

Integrity

Substantially Intact ☐ Altered Sympathetically ☒ Altered Unsympathetically ☐ Damaged ☐

Comparable examples

There are a small number of piers and jetties in the City of Frankston, including the c1922 Seaford pier, although none appear to be as substantial or as early as the Frankston Pier.

Statement of Significance

The Frankston Pier is of social, historical and architectural significance at a local level. It is historically significant for its role in the development of Frankston as a seaside resort. It is of social significance as a place for promenading used by generations of beachgoers. The pier is architecturally significant as a rare example of a late-nineteenth/early twentieth century timber pier and remains a prominent landmark on the bay.

Recommendation

An individual heritage overlay is recommended for the Frankston Pier (1/9N Pier Promenade, Frankston).

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

Graeme Butler and Associates, *City of Frankston Heritage Study, Volume 2 Environmental History*.

Kananook Creek Footbridges

Davey Street, Playne Street & Beach Street



Address/ location of place	Kananook Creek at Davey, Playne and Beach streets
Date of construction	c1949, c1958, c1998
Original Use	Footbridges
Current use	Footbridges
Architect	Shire of Frankston and Hastings Engineer (?)
Builder	Unknown

Listings and controls		
Victorian Heritage Register	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Estate	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
Register of the National Trust (Victoria)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

History

The first Frankston land sale map of 1854 shows the Kananook Creek as a substantial body of water which curved sharply at its southern before entering the bay.²⁵ The creek was assumed to be reliable source of water and played an important role in deciding on the location of the town site. From the earliest days of European settlement the creek proved to be a sometimes annoying barrier between the township and foreshore. A bridge had been constructed over the creek in 1854, described as 206 feet in length and 20 feet eight inches in width. By 1859, the bridge had been removed to a site further from the beach. In 1875, A suspension footbridge was erected over the creek at the end of Davey street near Mark Young's Pier hotel.²⁶ This bridge fell into a sad state of repair by the early twentieth century.²⁷

During the late nineteenth century several schemes were drawn up through which the Carrum Swamp could be drained for farming and new water outlets were envisioned by which the Kananook Creek would no longer run as a free-flowing stream through Frankston. As a result of such engineering works the creek became a stagnant string of ponds. Efforts were made to undo damage caused by swamp drainage and by the end of the 1920s, the State Rivers and Water Supply had installed an electric pump to flush the creek at low tide.

Local residents and the council tried again to improve the flow of the creek and to make it a safe harbour for small boats in the post-war period. Creek improvement works also included the construction of the current footbridges at Davey and Playne streets c1949.²⁸ Despite the efforts of Council, the local Frankston paper continued to report at regular intervals that the creek was in a shocking state, giving off nauseous smells, full of thousands of dead fish and eels and remained stagnant unless flushed at least once a week.

In the 1950s the MMBW took over works along the creek banks and in 1956 the Board began to replace masonry around the creek mouth. In 1957, fishermen, local sea scouts and others interested in the creek formed a Kananook Creek Improvement Association through which they continued with work around the creek mouth. The following year drawings were prepared by the shire engineer for a new footbridge at Beach Street.²⁹ The bridge design was essentially the same as the earlier c1949 bridges at Davey and Playne streets with the exception of the main span which used rolled steel joists instead of timber beams.

All three footbridges over the Kananook Creek were substantially rebuilt in the late 1990s.³⁰ Works to the bridges at this time included the replacement of all handrails and decking. The gradient of the approach spans was also altered to conform to disabled access standards.

Description

Three broadly identical timber footbridges, located on the Kananook Creek at the western ends of Davey, Playne and Beach streets. They are three-span bridges supported on timber trestle piers, with timber decks and post and rail handrails to either side. The approach spans to the Davey and Playne Street bridges are graded down to simple timber abutments. The Beach Street bridge has bluestone abutments and rolled steel joists across the main span. The bridges appear much as they did in the original drawings and early photographs although almost all the timber fabric, aside from the trestle piles, has been replaced in recent years.

²⁵ M Jones *Frankston Resort to City*. p.134.

²⁶ Graeme Butler & Assoc. *Frankston Heritage Study, Volume 2: Environmental history*. Section 1.3 Kananook Creek. www.frankston.vic.gov.au/fhs/stage1-vol-2/kananook_creek.htm

²⁷ M Jones *Frankston Resort to City*. p.137.

²⁸ Copies of original Shire of Frankston and Hasting Drawings. Dated 16/6/49. City of Frankston archives. Box 5308.

²⁹ Copies of original Shire of Frankston and Hasting Drawings. Dated 22/5/58. City of Frankston archives. Box 5308.

³⁰ City of Frankston archives. Box 5308.

ConditionExcellent ☐Good ☒Fair ☐Poor ☐Ruins ☐**Integrity**Substantially Intact ☐Altered Sympathetically ☒Altered Unsympathetically ☐Damaged ☐**Comparable examples**

There are similar timber footbridges over the Kananook Creek at Fiochi Avenue, Allawah Avenue and Coates Walk. All appear to have been substantially rebuilt in recent years.

Statement of Significance

The footbridges over the Kananook Creek at Davey, Playne and Beach streets are of some local interest as the earliest extant infrastructure on the creek and for their contribution to the character of the foreshore area. However, the significance of the bridges has been substantially diminished by the loss of most of the original fabric.

Recommendation

A heritage overlay is not recommended for the Kananook Creek footbridges at Davey, Playne and Beach streets, Frankston.

City of Frankston Planning Scheme

Recommended for inclusion in a heritage overlay to the Planning Scheme	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should external paint controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should internal alteration controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Should tree controls apply?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Other Listings and Controls

Recommended for inclusion on the Victorian Heritage Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the Register of the National Estate?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Recommended for inclusion on the National Trust (Victoria) Register?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Sources

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Appendix A

Guidelines to the Burra Charter: Cultural Significance

The following guidelines for the establishment of cultural significance were adopted by the Australian national committee of the International Council on Monuments and Sites (Australia ICOMOS) on 14 April 1984 and revised on 23 April 1988. They should be read in conjunction with the Burra charter.

1.0 PERFACE

1.1 Intention of guidelines

These guidelines are intended to clarify the nature of professional work done within the terms of the Burra Charter. They recommend a methodical procedure for assessing the cultural significance of a place, for preparing a statement of cultural significance and for making such information publicly available.

1.2 Applicability

The guidelines apply to any place likely to be of cultural significance regardless of its type or size.

1.3 Need to establish cultural significance

The assessment of cultural significance and the preparation of a statement of cultural significance, embodied in a report as defined in section 4.0, are essential prerequisites to making decisions about the future of a place

1.4 Skills required

In accordance with Article 4 of the Burra Charter, the study of a place should make use of all relevant disciplines. The professional skills required for such study are not common. It cannot be assumed that any one practitioner will have the full range of skills required to assess cultural significance and prepare a statement. Sometimes in the course of the task it will be necessary to engage additional practitioners with special expertise.

1.5 Issues not considered

The assessment of cultural significance and the preparation of a statement do not involve or take account of such issues as the necessity for conservation action, legal constraints, possible uses, structural stability or costs and returns. These issues will be dealt with in the development of a conservation policy.

2.0 THE CONCEPT OF CULTURAL SIGNIFICANCE

2.1 Introduction

In the Burra Charter cultural significance means "aesthetic, historic, scientific or social value for past, present or future generations".

Cultural significance is a concept which helps in estimating the value of places. The places that are likely to be of significance are those which help an understanding of the past or enrich the present, and which will be of value to future generations.

Although there are a variety of adjectives used in definitions of cultural significance in Australia, the adjectives "aesthetic", "historic", "scientific" and "social", given alphabetically in the Burra Charter, can encompass all other values.

The meaning of these terms in the context of cultural significance is discussed below. It should be noted that they are not mutually exclusive, for example, architectural style has both historic and aesthetic aspects.

2.2 Aesthetic value

Aesthetic value includes aspects of sensory perception for which criteria can and should be stated. Such criteria may include consideration of the form, scale, colour, texture and material of the fabric; the smells and sounds associated with the place and its use.

2.3 Historic value

Historic value encompasses the history of aesthetics, science and society, and therefore to a large extent underlies all of the terms set out in this section.

A place may have historic value because it has influenced, or has been influenced by, an historic figure, event, phase or activity. It may also have historic value as the site of an important event. For any given place the significance will be greater where evidence of the association or event survives in situ, or where the settings are substantially intact, than where it has been changed or evidence does not survive. However, some events or associations may be so important that the place retains significance regardless of subsequent treatment.

2.4 Scientific value

The scientific or research value of a place will depend upon the importance of the data involved, on its rarity, quality or representativeness, and on the degree to which the place may contribute further substantial information.

2.5 Social value

Social value embraces the qualities for which a place has become a focus of spiritual, political, national or other cultural sentiment to a majority or minority group.

2.6 Other approaches

The categorisation into aesthetic, historic, scientific and social values is one approach to understanding the concept of cultural significance. However, more precise categories may be developed as understanding of a particular place increases.

3.0 THE ESTABLISHMENT OF CULTURAL SIGNIFICANCE

3.1 Introduction

In establishing the cultural significance of a place it is necessary to assess all the information relevant to an understanding of the place and its fabric. The task includes a report comprising written material and graphic material. The contents of the report should be arranged to suit the place and the limitations on the task, but it will generally be in two sections: first, the assessment of cultural significance (see [3.2](#) and [3.3](#)) and second, the statement of cultural significance (see [3.4](#)).

3.2 Collection of information

Information relevant to the assessment of cultural significance should be collected. Such information concerns:

- (a) the developmental sequence of the place and its relationship to the surviving fabric;
- (b) the existence and nature of lost or obliterated fabric;
- (c) the rarity and/or technical interest of all or any part of the place;
- (d) the functions of the place and its parts;
- (e) the relationship of the place and its parts with its setting;
- (f) the cultural influences which have affected the form and fabric of the place;
- (g) the significance of the place to people who use or have used the place, or descendants of such people;

- (h) the historical content of the place with particular reference to the ways in which its fabric has been influenced by historical forces or has itself influenced the course of history;
- (i) the scientific or research potential of the place;
- (j) the relationship of the place to other places, for example in respect of design, technology, use, locality or origin;
- (k) any other factor relevant to an understanding of the place.

3.3 THE ASSESSMET OF CULTURAL SIGNIFICANCE

The assessment of cultural significance follows the collection of information.

The validity of the judgements will depend upon the care with which the data is collected and the reasoning applied to it. In assessing cultural significance the practitioner should state conclusions. Unresolved aspects should be identified. Whatever may be considered the principal significance of a place, all other aspects of significance should be given consideration.

3.3.1 Extent of recording

In assessing these matters a practitioner should record the place sufficiently to provide a basis for the necessary discussion of the facts. During such recording any obviously urgent problems endangering the place, such as stability and security, should be reported to the client.

3.3.2 Intervention in the fabric

Intervention in, or removal of, fabric at this stage should be strictly within the terms of the Burra Charter.

3.3.3 Hypotheses

Hypotheses, however expert or informed, should not be presented as established fact. Feasible or possible hypotheses should be set out, with the evidence for and against them, and the line of reasoning that has been followed. Any attempt which has been made to check a hypothesis should be recorded, so as to avoid repeating fruitless research.

3.4 Statement of cultural significance

The practitioner should prepare a succinct statement of cultural significance, supported by, or cross referenced to, sufficient graphic material to help identify the fabric of cultural significance.

It is essential that the statement be clear and pithy, expressing simply why the place is of value but not restating the physical or documentary evidence.

4.0 THE REPORT

4.1 Content

The report will comprise written and graphic material and will present an assessment of cultural significance and a statement of cultural significance.

In order to avoid unnecessary bulk, only material directly relevant to the process of assessing cultural significance and to making a statement of cultural significance should be included.

See also Guidelines to the Burra Charter: Procedures for Undertaking Studies and Reports.

4.2 Written material

The text should be clearly set out and easy to follow. In addition to the assessment and statement of cultural significance as set out in [3.2](#), [3.3](#) and [3.4](#) it should include:

- (a) name of the client;

- (b) names of all the practitioners engaged in the task;
- (c) authorship of the report;
- (d) date;
- (e) brief or outline of brief;
- (f) constraints on the task, for example, time, money, expertise;
- (g) sources (see [4.4](#)).

4.3 Graphic material

Graphic material may include maps, plans, drawings, diagrams, sketches, photographs and tables, and should be reproduced with sufficient quality for the purposes of interpretation.

All components discussed in the report should be identified in the graphic material. Such components should be identified and described in a schedule.

Detailed drawings may not be necessary. A diagram may best assist the purpose of the report.

Graphic material which does not serve a specific purpose should not be included.

4.4 Sources

All sources used in the report must be cited with sufficient precision to enable others to locate them.

It is necessary for all sources consulted to be listed, even if not cited.

All major sources or collections not consulted, but believed to have potential usefulness in establishing cultural significance, should be listed.

In respect of source material privately held the name and address of the owner should be given, but only with the owner's consent.

4.5 Exhibition and adoption

The report should be exhibited and the statement of cultural significance adopted in accordance with [Guidelines to the Burra charter: procedures for undertaking studies and reports](#).