

Executive Summary**11.3 Proposed Planning Scheme Amendment C144 - Frankston Gap Heritage Review 2020 - Include properties identified as having local heritage significance into the Heritage Overlay in the Frankston Planning Scheme**

Enquiries: (Suzane Becker: Communities)

Council Plan

Community Outcome:	1. Planned City
Strategy:	1.2 Development and Housing
Priority Action	1.2.3 Ensure built form, displays architectural excellence and embodies creative urban design

Purpose

To present the findings and recommendations of the Frankston Gap Heritage Review 2020; recommend that Council support the preparation of Planning Scheme Amendment C144 to the Frankston Planning Scheme; and authorise Council officers to request authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C144.

Recommendation (Director Communities)

That Council:

1. Notes the findings and recommendations of the draft Frankston Gap Heritage Review 2020 Reports (Volume 1 and 2);
2. Authorises Council officers to prepare the documentation for Planning Scheme Amendment C144;
3. Authorises officers to request authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C144 in accordance with Section 9(3) of the Planning and Environment Act 1987;
4. Subject to Ministerial authorisation, publicly exhibits Planning Scheme Amendment C144 for a minimum period of six (6) weeks in accordance with Sections 17-19 of the Planning and Environment Act 1987; and
5. Seeks a report back to Council after the closing of the public exhibition period of Planning Scheme Amendment C144.

Key Points / Issues

- The Frankston Gap Heritage Review project was first initiated in 2018 and has progressed through a number of stages. The Heritage Assets and Promotion Committee at the June 2018 meeting raised concerns over the protection of iconic and notable buildings and places within Frankston City Council. The committee recommended officers instigate a public nomination process, which would ask the community to nominate buildings and places of heritage importance within the municipality, for potential listing within the Heritage Overlay under Clause 43.01 of the Frankston Planning Scheme.
- Nominations were called for in late 2018 and early 2019. As a result of the nomination process, over 100 places and buildings were identified. Peter Andrew Barret (PAB) Heritage Consultants were engaged in April 2019 to undertake a review of the nominated buildings and places as the first stage in the process. PAB Heritage Consultants identified thirty-three (33) places warranted further investigation.

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- GJM Heritage Consultants were engaged in February 2020 to undertake the review of the buildings and places nominated by PAB in the first stage. GJM Heritage Consultants reviewed the properties identified and prepared a draft Frankston City Council Gap Heritage Review (Stage 2), Volume 1 and 2.
- The draft Frankston City Council Gap Heritage Review 2020 report identifies twenty-four (24) places as having local heritage significance and recommends their inclusion in the Heritage Overlay of the Frankston Planning Scheme.
- Informal consultation with the landowner of each property, identified as having local significance, has taken place. A letter, which included the relevant citation and statement of significance as well as information on the Heritage Overlay, was sent to each property owner in October 2020.
- Given the importance of local heritage to the Frankston community, the preparation of a Planning Scheme Amendment to include the properties identified in the Heritage Overlay of the Frankston Planning Scheme is an appropriate mechanism to enable planning controls to be implemented for ongoing preservation and protection of these properties.

Financial Impact

Funding of \$50,000 was allocated in the FY 2019-20 budget to undertake the background work and investigation for the Heritage Gap Review project.

There are financial costs associated with the preparation of Planning Scheme Amendment C144 in terms of officer time and resources. There is no cost to Council associated with a request to the Minister for Planning for authorisation to prepare and exhibit a planning scheme amendment. Future costs could be incurred should Council receive submissions that oppose the amendment which require the appointment of and consideration by an Independent Panel.

These costs have been accommodated within the existing budget for FY20-21.

Consultation

Informal consultation has taken place with each landowner of a property identified as having local heritage significance. A letter that included a copy of the relevant citation and statement of significance was sent to each property owner in October 2020. The letter outlined the process involved to include properties in the Heritage Overlay and invited owners to contact Council officers should they wish to obtain further information or to engage with Council's Heritage Advisor.

The letter also informed landowners of the opportunity to provide written feedback and to make submissions to Council during the public exhibition of a planning scheme amendment.

There has been considerable interest from property owners as a result of the informal consultation with more than 50% of property owners contacting Council officers for further information.

The majority of the feedback has been positive with enquiries focussed on gaining a better understanding of the purpose of the planning controls and the amendment process.

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It is considered the protection and preservation of heritage places provides long term social and environmental benefits to the community at large through.

Including the places in the Heritage Overlay in the planning scheme recognises the local significance of the heritage buildings and the significant role they play as part of Frankston City Council's cultural heritage, as the places provide a visual and physical link to the social history of the city.

Inclusion of the places in the Heritage Overlay may require the owner to obtain planning approval for certain types of building and works which can add additional costs to a project. However, the inclusion of these properties within the Heritage Overlay will also enable landowners to make applications for heritage grants that can assist in the preservation of such properties through restoration works.

Legal / Policy / Council Plan ImpactCharter of Human Rights and Responsibilities

All matters relevant to the Charter of Human Rights and Responsibilities have been considered in the preparation of this report and are consistent with the standards set by the Charter.

Legal

In the preparation and processing of a planning scheme amendment, Council is required to comply with the requirements of the *Planning and Environment Act 1987* and Ministerial Direction No. 15 which outlines the timeframes and steps in the planning scheme amendment process.

Policy Impacts

The inclusion of the identified locally significant heritage buildings within the Heritage Overlay will require an amendment (proposed Frankston C144) to the Frankston Planning Scheme.

Officer's Declaration of Interests

Council officers involved in the preparation of this report have no Conflict of Interest in this matter.

Risk Mitigation

Protection of heritage properties will mitigate against unsympathetic alterations and additions or demolition.

Conclusion

The community, Council and the Heritage Assets and Promotion Committee recognised the need to identify and protect heritage assets within the City of Frankston.

The investigative work undertaken by GJM Heritage Consultants substantiates a number of additional properties are of local heritage significance and worthy of protection.

The draft report prepared by GJM Heritage Consultants provides the analysis and strategic justification for the preparation of a planning scheme amendment to include the properties identified in the Heritage Overlay of the Frankston Planning Scheme.

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Mostly positive feedback has been received through the informal consultation process with owners of properties identified in the heritage review thus far.

It is important to recognise and include heritage places in the planning scheme as this offers a level of protection from unsympathetic alterations, demolition or additions that otherwise would not be available.

Inclusion of the nominated buildings onto the Heritage Overlay of the Frankston Planning Scheme will make a strong statement about the value of heritage sites and Council's commitment to their preservation.

ATTACHMENTS

- Attachment A: [↓](#) Frankston City Council Gap Heritage Review 2020 (Stage 2, Volume 1)
- Attachment B: [↓](#) Frankston City Council Gap Heritage Review 2020 (Stage 2, Volume 2)
- Attachment C: [↓](#) Location of properties identified for local heritage protection - Frankston
- Attachment D: [↓](#) Location of properties identified for local heritage protection - Frankston South
- Attachment E: [↓](#) Location of properties identified for local heritage protection - Seaford
- Attachment F: [↓](#) Heritage Criteria - Planning Practice Note 1

**11.3 Proposed Planning Scheme Amendment C144 - Frankston Gap Heritage Review
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Heritage Overlay in the Frankston Planning Scheme****Officers' Assessment****Background**Heritage Assets and Promotion Committee

At the June 2018 Heritage Assets and Promotion Committee meeting, the Committee raised concerns relating to the ongoing protection of iconic and notable buildings and places within Frankston City Council. The Committee recommended that Council officers facilitate a public nomination process seeking input from the community in the identification of heritage buildings and places within the municipality, for potential listing within the Heritage Overlay under Clause 43.01 of the Frankston Planning Scheme.

The nomination process was advertised in the Frankston Standard Newspaper, Council newsletters, and Council website and through social media platforms. The Strategic Planning Unit also compiled a list of places for heritage investigation. Over one-hundred (100) places and buildings were identified.

At the December 2018 Heritage Assets and Promotion Committee Meeting, the committee recommended Heritage Consultants be engaged to review the nominations and make recommendations.

Peter Andrew Barret (PAB) Heritage Consultants were appointed in April 2019 to undertake a review of the nominated buildings and places. This review was Stage 1 of the Frankston Heritage Study. The PAB Heritage Consultants identified thirty-three (33) places that warranted further investigation.

GJM Consultants were engaged in February this year to undertake the second stage of Frankston Heritage Study review of potential places of heritage significance. After undertaking the initial assessment, GJM Consultants have recommended that twenty-six (26) of the 33 places be fully investigated. The 26 places are located within the suburbs of Seaford, Frankston and Frankston South.

At the Heritage Assets and Promotion Committee Meeting held on 15 September 2020, Council officers presented the findings and recommendations of Stage 2 of the Heritage Review along with an update on other heritage projects.

In September 2020, by way of a memo a status update was provided to all Councillors on the progress of the Heritage review.

Consultation

Informal consultation has taken place with each landowner of a property identified as having local heritage significance. A letter that included a copy of the relevant citation and statement of significance was sent to each property owner in October 2020. The letter outlined the process involved to include properties in the Heritage Overlay and invited owners to contact Council officers should they wish to obtain further information or to engage with Council's Heritage Advisor.

The letter also informed landowners of the opportunity to provide written feedback and to make submissions to Council during the public exhibition of a planning scheme amendment.

There has been considerable interest from property owners as a result of the informal consultation with more than 50% of property owners contacting Council officers for further information.

The majority of the feedback has been positive with enquiries focussed on gaining a better understanding of the purpose of the planning controls and the amendment process.

11.3 Proposed Planning Scheme Amendment C144 - Frankston Gap Heritage Review 2020 - Include properties identified as having local heritage significance into the Heritage Overlay in the Frankston Planning Scheme**Officers' Assessment****Issues and Discussion**Frankston City Council Gap Heritage Review 2020 (Stage 2)

GJM Heritage completed Phase 1 of the Stage 2 Review in June 2020. This phase included a desktop review of any existing documentation, historical research into each place, site inspections and a table of initial assessments and recommendations.

Phase 2 of the Review involved GJM consultants undertaking a more detailed assessment of the places identified for a full assessment. The draft Frankston City Council Gap Heritage Review 2020 (Stage 2, Volumes 1 and 2) (including the citations and statements of significance) has been compiled (Attachments A and B). This review summarises the methodology, limitations and recommendations, and provides strategic justification for the twenty-four (24) places that were finally considered to meet the threshold of local heritage significance. Methodology

The methodology adopted for the Review accords with the Victorian Planning Provisions *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018) (PPN1) and the principles of the International Council on Monuments and Sites (ICOMOS) Burra Charter. The Burra Charter defines the basic principles and procedures to be followed in the conservation of Australian heritage places.

The term 'heritage place' is applied in the Gap Review as per the definition in PPN1:

A heritage place could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land. It cannot include movable or portable objects such as machinery within a factory or furniture within a house.

As per PPN1, in order to establish if a place meets the threshold for local heritage significance, the Review involved the completion of a historical, physical and comparative analysis of each place in order to establish if the place meets one or more of the heritage criteria set out in PPN1 (see Attachment F).

The project brief defined the scope of the Gap Review as: *Undertaking a more detailed investigation to prepare citations of the buildings identified in the Stage One Review as requiring further review. The citations will determine if buildings meet the threshold of significance for listing in the Heritage Overlay in the Planning Scheme.*

PPN1 defines the appropriate thresholds as follows:

The thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'. 'Local Significance' includes those places that are important to a particular community or locality.

Fieldwork comprising site inspections, as seen from the public realm, were undertaken. During site inspections, photographic documentation of the place was compiled and the integrity and current condition of each place was identified. The properties were also inspected for additional elements such as outbuildings, fences, trees, landscaping or plantings that potentially contributed to the significance of the place – this was undertaken using aerial photography when the place was not clearly visible from the public realm. Any visible alterations and extensions that potentially altered the intactness or integrity of the place, when compared to the original design (when known), were also noted.

Informed by the site visits conducted and available photographic and documentary evidence, a physical description was compiled for each place noting the components of the place, architectural detail and the current condition and integrity. The physical

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descriptions also note any contributory elements such as historic outbuildings, structures, fences and trees.

A detailed comparative analysis was undertaken for each place to establish its context within the municipality and its significance threshold. Places were compared in terms of their period of construction, historic use, architectural style and their level of integrity (as relevant). Places were compared against similar places that are currently protected by the Heritage Overlay of the Frankston Planning Scheme on an individual basis. The comparative analysis for each place is included within the heritage citations provided in Volume 2 of the Review.

A range of primary and secondary sources were consulted as part of the historical research into each place. The aim of the historical research was to determine, where possible:

- The build date of each place;
- The owner of the place when built;
- A builder or architect;
- Whether the place had any significant associations with events or people;
- The development of the place; and
- The current level of intactness compared to the original design.

Biographies were compiled for architects where the historical association contributed to the significance of the place. Locality histories were compiled to provide a broader historical context for each place.

A separate Statement of Significance was also prepared for each individually significant place in accordance with PPN1. The Statements of Significance follow the format of *what is significant, how is it significant and why is it significant?* The Statement of Significance clearly defines the heritage values of the place and identifies the contributory fabric to guide future management.

Findings and Recommendations

The Frankston City Council Gap Heritage Review (Stage 2) has produced the following findings and recommendations:

- No places were found to be of national or state significance.
- Twenty-four (24) places were assessed as being of local individual significance and therefore warrant inclusion in the Schedule to the Heritage Overlay of the Frankston Planning Scheme.
- One expanded place was identified during the fieldwork and was assessed in Part 2 of the Gap Review. It was established that 21 Hopes Rise Frankston South was built during the same period and exhibits similar aesthetic characteristics as the adjacent dwellings at 19 Hopes Rise and 1A Bruarong Crescent Frankston South. The three dwellings were found to be of local significance as a group.

Strategic Planning Justification

The Frankston Community Plan 2017-2021, outlines local community priorities and helps guide decision making in Frankston City. In relation to heritage preservation,

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the Plan states *'protection of heritage buildings and homes is important to our community'*.

Frankston community value the positive contribution heritage places make to the historical context and identity of Frankston and its suburbs; and the role that heritage makes in contributing to the importance of place and cultural connectedness.

The proposed heritage planning controls will assist in implementing and accord with the following policies in Plan Melbourne (Metropolitan Planning Strategy):

- *With all three levels of government sharing responsibility for protecting Melbourne's post-settlement cultural heritage, decision-making must be consistent and credible and be based on clear and widely accepted heritage conservation principles and practices* (Initiative 4.4.1 Value Heritage When Managing Growth and Change).
- *Melbourne's heritage is fundamental to its cultural economy. That is why we must invest in our heritage, and in places that contribute to Melbourne's identity and distinctiveness* (Initiative 4.4.3 Stimulate Economic Growth through Heritage Conservation).

It is considered that the proposed heritage planning controls will assist in achieving the objective and strategies of Clause 15.03-1S (Heritage Conservation) of the Frankston Planning Scheme including:

- *Ensure the conservation of places of heritage significance.*
- *Identify, assess and document places of natural and cultural heritage significance as a basis for their inclusion in the planning scheme.*
- *Provide for the conservation and enhancement of those places that are of aesthetic, archaeological, architectural, cultural, scientific or social significance.*
- *Retain those elements that contribute to the importance of the heritage place.*
- *Encourage the conservation and restoration of contributory elements of a heritage place.*
- *Support adaptive reuse of heritage buildings where their use has become redundant.*

The proposed heritage planning controls will assist in implementing the following objectives and strategies of Council's Municipal Strategic Statement - Built Environment and Heritage, at Clause 21.10 of the Frankston Planning Scheme:

- *Protect and maintain the integrity of significant Aboriginal cultural heritage and 'post settlement' heritage sites.*
- *Identify sites of 'post settlement' heritage significance and maintain the values and integrity of those sites.*

Clause 21.10-2 (Objectives, Strategies and Implementation) identifies the importance of identifying heritage sites so that those values can be properly assessed if development is proposed on those sites or adjoining land.

Subject to heritage planning controls being applied to the identified places, a planning permit would be required to subdivide or consolidate land, demolish or remove a building, construct a building or construct or carry out works and externally alter a building by structural work.

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Officers' Assessment

It is considered that the draft Frankston City Council Gap Heritage Review 2020 (Stage 2, Volumes 1 and 2) is strategically justified and accords with all relevant state and local government heritage preservation policies and will underpin a planning scheme amendment.

List of Places Recommended for Local Heritage Protection

The table below identifies the properties having local heritage significance and recommended for inclusion in the Heritage Overlay

Name	Architectural Style	Address
Marylands	Post-war Modernist dwelling	26 Bangor Drive, Frankston
House	Post-war Modernist dwelling	147 Cranbourne Road, Frankston
The Silo	Farm silo (Federation era) converted to dwelling	2 Cricklewood Avenue, Frankston
Struan	Inter-war bungalow	47-49 Frankston-Flinders Road, Frankston
Flats	Post-war Modernist dwellings	5 Gould Street, Frankston
Methodist Church (former)	Austere Modernist	24-26 High Street, Frankston
Cora Lynn	Victorian Italianate dwelling	10 Lewis Street, Frankston
Colonial Bank of Australasia (former)	Victorian commercial building	473 Nepean Highway, Frankston
Ashburnham	Victorian Italianate dwelling	4 Nolan Street, Frankston
Maju-Ruto	Inter-war bungalow	8 Palm Court, Frankston
Frankston Mechanics Institute	Federation	1N Plowman Place, Frankston
House	Post-war Modernist dwelling	59 Brighton Street, Frankston South
House	Post-war Modernist dwelling	78 Derinya Drive, Frankston South
House	Post-war Modernist dwelling	28 Dunstan Street, Frankston South
Cliff Haven	English Domestic Revival	19 Hopes Rise, Frankston South
Illfracombe	English Domestic Revival	21 Hopes Rise, Frankston South
Harrow on the Hill	English Domestic Revival	1A Bruarong Crescent, Frankston South
Sunningdale	English Domestic Revival	88 Kars Street, Frankston South
House	Mud Brick dwelling (earth building movement)	5 Mulgra Street, Frankston South
The Grange	Victorian Italianate dwelling	7 The Grove, Frankston South

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House	Post-war Modernist dwelling	87 Yuille Street, Frankston South
Riviera Hotel	Streamlined Moderne	30 Nepean Highway, Seaford
Normanhurst	English Domestic Revival (mock Tudor)	152 Nepean Highway, Seaford
CaféTango (former)	Inter-war Mediterranean	224 Nepean Highway, Seaford
Beehive Well	Late Victorian brick lined domed farm (former) well	190N Old Wells Road Seaford

It is noted that one (1) 'expanded place' was identified. This 1 place comprises of three (3) dwellings, 19 and 21 Hopes Rise, and 1 Bruarong Crescent Frankston South.

Planning Scheme Amendment Process

Preparation of a Planning Scheme Amendment is required as the next step in the process to include the locally significant properties in the Heritage Overlay into the Frankston Planning Scheme.

This will involve the finalisation of the documentation for the amendment for submission to the Minister for Planning for authorisation, subject to Council support.

Subject to Ministerial authorisation, the amendment would be placed on public exhibition for a minimum period of six (6) weeks. The owners of properties identified as being locally significant would be advised in writing of the exhibition of the amendment and would have the opportunity to make written submissions.

At the conclusion of the exhibition period, any submissions received would be reviewed and reported back to Council.

Conclusion

Support for planning scheme amendment C144 is the next step in the process to enable the inclusion of the locally significant properties identified and recommended for inclusion in the Heritage Overlay of the Frankston Planning Scheme.

The draft Frankston City Council Gap Heritage Review 2020 (Stage 2, Volumes 1 and 2) provides the strategic justification to underpin such a planning scheme amendment.

The majority of the feedback from landowners so far has been positive with most enquiries aimed at gaining a better understanding of the process and purpose of the planning controls.

Council support for the planning scheme amendment, and subject to Ministerial authorisation, would enable the public exhibition of the amendment at which time landowners and/or affected parties can make written submissions. This is only the beginning of the process.

Once the public exhibition is concluded, consideration of any submissions would be required and the amendment would be reported back to Council for a decision.

Given the community interest in protecting and preserving local heritage, it is recommended Council resolve to support the amendment and request Ministerial authorisation to prepare and exhibit.

Inclusion of the nominated buildings in the Heritage Overlay of the Frankston Planning Scheme will make a strong statement about the value of heritage sites and Council's commitment to their preservation. Recommendation (Director Communities)

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That Council:

1. Notes the findings and recommendations of the draft Frankston Gap Heritage Review 2020 Reports (Volume 1 and 2);
2. Authorises Council officers to prepare the documentation for Planning Scheme Amendment C144;
3. Authorises officers to request authorisation from the Minister for Planning to prepare and exhibit Planning Scheme Amendment C144 in accordance with Section 9(3) of the Planning and Environment Act 1987;
4. Subject to Ministerial authorisation, publicly exhibits Planning Scheme Amendment C144 for a minimum period of six (6) weeks in accordance with Sections 17-19 of the Planning and Environment Act 1987.
5. Seeks a report back to Council after the closing of the public exhibition period of Planning Scheme Amendment C144.



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FRANKSTON CITY COUNCIL GAP HERITAGE REVIEW (STAGE 2):

DRAFT REPORT

VOLUME 1

PREPARED FOR: Frankston City Council

DATE: 3 December 2020

FILE: 2020-007

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DOCUMENT VERSIONS

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2020-007	Draft v1	James Smith	8 September 2020
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ACKNOWLEDGEMENTS

We would like to acknowledge the valuable information provided by James Smith, Meghan Doherty and Anne Sorensen, Frankston City Council, to assist us in undertaking this study.

The study area forms part of the traditional lands of the Bunurong People, who are represented by the Bunurong Land Council Aboriginal Corporation. This study is limited in its scope to consideration of post-contact cultural heritage and does not specifically address Aboriginal cultural heritage significance. Nonetheless, we acknowledge the Bunurong People as the Traditional Owners of the land and pay our respects to their Elders past, present and emerging. For more information on the Bunurong People, please visit <https://www.bunuronglc.org/>.

1.0 INTRODUCTION

Frankston City Council ("Council") commissioned GJM Heritage to undertake the *Frankston City Council Gap Heritage Review* ("the Gap Review"). The purpose of the Gap Review was to review a list of identified places, within the localities of Frankston, Frankston South, Seaford and Karingal, and to determine whether they satisfy the threshold for local heritage significance and inclusion in the Heritage Overlay of the Frankston Planning Scheme.

The Gap Review involved the review and assessment of a list of 31 places provided by Council (listed in Appendix 1). These properties were identified in a Stage 1 investigation undertaken by Peter Andrew Barrett (Architectural Conservation Consultant) as being worthy of further assessment. The list comprised a variety of place types including houses, guesthouses, a church, commercial and community buildings, and an Avenue of Honour.

The Gap Review comprised two phases: Part 1 included a background review and fieldwork in relation to the 31 places to identify which places warranted detailed heritage assessment; and Part 2 comprised the detailed heritage assessment of places and the finalisation of recommendations for statutory controls.

This report documents the approach, findings and recommendations for the Gap Review. Volume 1 details the methodology for the review and summarises the findings and recommendations. Volume 2 contains the heritage citations and Statements of Significance for those places recommended for inclusion in the Heritage Overlay.

2.0 BACKGROUND

Council has undertaken a number of heritage studies and reviews including the *City of Frankston Heritage Study* (1995), the *Frankston City (East) Heritage Study* (1997), the *Frankston Central Activities District Heritage Review* (2009), and most recently the *Frankston City Post War Modernist Heritage Study* (2014).

Following the completion of the Post War Modernist Study in 2014, Council received a number of informal recommendations from the public for buildings and sites that were considered to warrant heritage protection. Subsequently, Council proposed to undertake further investigations to identify additional places of potential heritage significance that may have been overlooked in previous studies, or which had been reviewed previously but did not receive heritage protection at that time.

Council established a formal public nomination process, which ran for six weeks in early 2019, and invited members of the public to recommend sites throughout the municipality for further investigation. Recommendations were also obtained from Council planning officers who noted places of interest in the course of their work. More than 150 recommendations were made, and these were subject to an internal review to remove duplicate recommendations and to ensure the places could be properly identified. At the conclusion of that process, 100 sites were identified for further investigation. A Stage 1 investigation of these 100 sites was subsequently undertaken by heritage consultant Peter Andrew Barret, who provided recommendations for places considered worthy of further investigation.

Following this Stage 1 investigation, Council identified 31 places recommended for further assessment in the Stage 1 investigation to take through for full assessment. These places were located in Frankston (14), Frankston South (12), Seaford (4) and Karingal (1). It is understood that other places identified in the Stage 1 investigation will be progressively assessed as resources allow.

3.0 METHODOLOGY

The methodology adopted for the Gap Review accords with the Victorian Planning Provisions *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018) ('PPN1') and the principles of the ICOMOS Burra Charter (including its guidelines for identifying and assessing places).

3.1 Defining a Heritage Place

The term 'heritage place' is applied in the Gap Review as per the definition in PPN1:

A heritage place could include a site, area, building, group of buildings, structure, archaeological site, tree, garden, geological formation, fossil site, habitat or other place of natural or cultural significance and its associated land. It cannot include movable or portable objects such as machinery within a factory or furniture within a house.

3.2 Defining a 'Locally Significant' Heritage Threshold

As per PPN1, in order to establish if a place meets the threshold for local significance, the Gap Review involved the completion of a historical, physical and comparative analysis of each place in order to establish if the place meets one or more of the heritage criteria set out in PPN1 (see Appendix 2).

The project brief defined the scope of the Gap Review as:

Undertaking a more detailed investigation to prepare citations of the buildings identified in Stage One as requiring further review. The citations will determine if buildings meet the threshold of significance for listing in the Heritage Overlay in the Planning Scheme.

PPN1 defines the appropriate thresholds as follows:

The thresholds to be applied in the assessment of significance shall be 'State Significance' and 'Local Significance'. 'Local Significance' includes those places that are important to a particular community or locality.

3.3 Fieldwork

The fieldwork comprised site inspections of the 31 sites, as seen from the public realm. During site inspections, photographic documentation of the place was compiled and the integrity and current condition of each place was identified. The properties were also inspected for additional elements such as outbuildings, fences, trees, landscaping or plantings that potentially contributed to the significance of the place – this was undertaken using aerial photography where necessary, when the place was not clearly visible from the public realm. Any visible alterations and extensions that potentially altered the intactness or integrity of the place, when compared to the original design (when known), were also noted.

Some sites were not visible from the public realm, either in full or part. These places were concealed from the public realm due to setbacks, landscaping and/or vegetation. Due to the limitations caused by the Covid-19 pandemic, on-site inspections could not be completed during the course of this project. In order to complete the heritage assessment to a reasonable standard, the following approach was taken:

- Aerial and other available photographs were reviewed (for example, photographs included in historical and local publications and online via real estate websites);
- Available heritage documentation was reviewed;
- Some additional desktop historical review was conducted; and
- An assessment was completed based on the available material.

Recommendations have therefore been provided on the basis that future investigations may be required to finalise the recommendations arising from this Gap Review.

3.4 Historical Research

A range of primary and secondary sources were consulted as part of the historical research into each place. The aim of the historical research has been to determine, where possible:

- The build date of each place
- The owner of the place when built
- A builder or architect
- Whether the place had any significant associations with events or people
- The development of the place
- The current level of intactness compared to the original design.

See 'Limitations to historical research' below.

Key sources reviewed included:

- Previous studies and assessments, for existing documentation
- Building and planning permit records, provided by Council
- Certificates of Title
- Key local histories
- Trove digitised newspapers, pictures and photos collections
- Newspapers.com digitised newspaper archives
- State Library of Victoria online picture and map collection
- Frankston City Libraries online picture collection via Flickr
- Historical aerial photographs

- Architectural, building and design journals.

Biographies were compiled for architects where the historical association contributed to the significance of the place. Locality histories were compiled to provide a broader historical context for each place.

Limitations to historical research

The Gap Review was conducted during the Covid 19 pandemic and this prevented access to various resources which are normally reviewed as part of the historical research for heritage assessments. The following sources were not accessible during this review:

- Municipal rate books at the Public Record Office Victoria – to confirm the built date and subsequent development of some residences
- General Law Notes at the General Law Library, Department of Environment, Land, Water and Planning offices, Laverton North – to confirm early ownership details of Victorian-period residences
- Public place and government department files at the Public Record Office Victoria
- Specific secondary sources at the State Library of Victoria
- Particular architecture and design journals at the State Library of Victoria – to research associated architects.

Property Sewerage Plans can provide original owner and builder/architect details for a place. However, for the areas of Frankston, Frankston South and Seaford, the sewerage system was not constructed until the 1960s, '70s or '80s, proving too late for many places considered in this review.

Historical resources provided variances in street names and locality names in the municipality. In particular, depending on its location, the current Nepean Highway has formerly been called Bay Street, Frankston Road, Mornington Road, Melbourne Road and Point Nepean Road. The localities of Carrum and Seaford could be interchanged, while the southern portion of Frankston could be referred to as Frankston South, Oliver's Hill or Mount Eliza at various periods. This was particularly evident in newspaper articles and notices.

3.5 Historic Themes

Research and assessment determined that the places within the Gap Review represent one or more of the following key historic themes, as drawn from *Victoria's Framework of Historical Themes* (2010):

- 4 Transforming and managing the land
- 4.4 Farming
- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians
- 5 Building Victoria's industries and workforce

- 5.5 Banking and finance
- 5.6 Entertaining and socialising
- 5.7 Catering for Tourists
- 8 Building community life
 - 8.1 Maintaining spiritual life
 - 8.2 Educating people
 - 8.4 Forming community organisations.

The themes associated with each place are identified in the individual heritage citations.

3.6 Physical Analysis

Informed by the site visits conducted, or available photographic or documentary evidence for non-accessible places, a physical description was compiled for each place noting the components of the place, architectural detail and the current condition and integrity. The physical descriptions also note any contributory elements such as historic outbuildings, structures, fences and trees.

3.7 Comparative Analysis

During Part 2, a detailed comparative analysis was undertaken for each place to establish its context within the municipality and its significance threshold. Places were compared in terms of their period of construction, historic use, architectural style and their level of integrity (as relevant). Places were compared against similar places that are currently protected by the Heritage Overlay of the Frankston Planning Scheme on an individual basis. The comparative analysis for each place is included within the heritage citations provided in Volume 2 of this report.

3.8 Heritage Assessments and Statutory Recommendations

Part 2 heritage assessments were conducted in accordance with PPN1.

Drawing upon the historical research, physical investigation and comparative analysis, an 'Assessment against Criteria' was undertaken.

For each place found to satisfy the threshold of local significance and recommended for inclusion in the Heritage Overlay, citations were prepared comprising:

- The documentation outlined above (history, physical description, comparative analysis and assessment against criteria);
- An aerial showing the recommended extent for the Heritage Overlay (see below for further discussion); and
- Recommended triggers in the Schedule to the Heritage Overlay (see below for further discussion).

A separate Statement of Significance was also prepared for each individually significant place in accordance with PPN1. The Statements of Significance follow the format of 'What is significant?', 'How is it significant?' and 'Why is it significant?'. The Statement of Significance clearly defines the heritage values of the place and identifies contributory fabric to guide future management.

Those places that were not considered to meet the threshold of local significance are identified in Section 4.2 of this report, with reasons provided for their exclusion. These reasons will be uploaded to the Hermes database for future reference.

Extent of Heritage Curtilage

Where a place was found to meet the threshold for local significance, a current aerial photograph was marked up to indicate the recommended extent of the Heritage Overlay (heritage curtilage). The recommended heritage curtilages are included in the individual citations (see Volume 2). The recommended heritage curtilages have been determined in accordance with the guidance provided in PPN1 and capture all elements that are considered to contribute to the significance of the place.

Schedule to the Heritage Overlay triggers

Where a place was found to meet the threshold for local significance, consideration was given to the following:

- Whether tree controls, paint controls or internal alteration controls should be triggered in the Schedule to the Heritage Overlay;
- Whether outbuildings and fences should be subject to the notice and review requirement of the *Planning and Environment Act 1987*; and
- Whether provisions for allowing prohibited uses should be made.

In accordance with the guidance provided in PPN1, the following approach was taken:

- Tree controls were recommended where trees were identified as contributing to the significance of the place. Where relevant, specific trees or tree species have been identified to provide greater specificity to owners and regulators.
- Where external painting of previously painted surfaces could impact the significance or legibility of the heritage place, external paint controls were recommended.
- Where outbuilding or fences were determined to contribute to the significance of the place, it has been recommended that these elements be subject to notice and review.
- No places were considered to have interiors that directly contributed to the understanding of the history of the place to warrant the application of internal alteration controls.

3.9 Expanded place

While conducting fieldwork, one of the identified places identified in Council's list of 31 places, 21 Hopes Rise, was identified as being of potential heritage significance as a group with two neighbouring properties at 19 Hopes Rise and 1A Bruarong Crescent constructed in a similar style at a similar time. Council supported the detailed assessment of these places as a group. They have been recommended for the Heritage Overlay as a place comprising three individual properties, and the citation included in Volume 2.

4.0 FINDINGS & RECOMMENDATIONS





The assessment process has resulted in the following recommendations for each of the 31 places in the list provided by Council at the commencement of the project. Following is a summary of the findings and recommendations from the Gap Review:

- No places were found to be of state or national level significance.
- Twenty-four (24) places were assessed as being of local individual significance and therefore warrant inclusion in the Heritage Overlay (listed in Section 4.1).
- Seven (7) places were found *not* to meet the threshold of local individual significance and do not warrant inclusion in the Heritage Overlay (listed in Section 4.2).
- One expanded place was identified during the fieldwork and was assessed in Part 2 of the Gap Review. It was established that 21 Hopes Rise was built during the same period and exhibit similar aesthetic characteristics as the adjacent dwellings at 19 Hopes Rise and 1A Bruarong Crescent. The three dwellings were found to be of local significance as a group.
- Five (5) places could not be sufficiently viewed from the public realm during fieldwork. These have been assessed on available information and have been recommended for inclusion in the Heritage Overlay. These places are listed in Section 4.1.

4.1 Places recommended for the Heritage Overlay

The following places are recommended for inclusion in the Heritage Overlay. The citations for each place are included in Volume 2 of this report.

Name	Address	Photo
FRANKSTON		
Marylands	26 Bangor Drive, Frankston	 <p>(Source: www.domain.com.au)</p>
House	147 Cranbourne Road, Frankston	
The Silo	2 Cricklewood Avenue, Frankston	
Struan	Monash University Peninsula Campus, 47-49 Frankston-Flinders Road, Frankston	




Name	Address	Photo
Flats	5 Gould Street, Frankston	
Methodist Church (former)	24-26 High Street, Frankston	
Cora Lynn	10 Lewis Street, Frankston	
Colonial Bank of Australasia (former)	473 Nepean Highway, Frankston	
Ashburnham	4 Nolan Street, Frankston	

Name	Address	Photo
Maju-Ruto (former)	8 Palm Court, Frankston	
Frankston Mechanics Institute	1N Plowman Place, Frankston	
FRANKSTON SOUTH		
House	59 Brighton Street, Frankston South	
House	78 Derinya Drive, Frankston South	
(Source: www.domain.com.au)		

Name	Address	Photo
House	28 Dunstan Street, Frankston South	
Cliff Haven, Ilfracombe & Harrow on the Hill	19 & 21 Hopes Rise & 1A Bruarong Crescent, Frankston South	 
House	147 Humphries Road, Frankston South	
Sunningdale	88 Kars Street, Frankston South	

(Source: www.realestate.com.com)




Name	Address	Photo
House	5 Mulgra Street, Frankston South	 <p>(Source: www.realestate.com.au)</p>
The Grange	7 The Grove, Frankston South	
House	87 Yuille Street, Frankston South	
SEAFORD		
Riviera Hotel	30 Nepean Highway, Seaford	

Name	Address	Photo
Normanhurst	152 Nepean Highway, Seaford	
Café Tango (former)	224 Nepean Highway, Seaford	
Beehive Well	190N Old Wells Road, Seaford	

4.2 Places not recommended for the Heritage Overlay

The following places were found not to meet the threshold for inclusion in the Heritage Overlay:

Name	Address	Image
FRANKSTON		
Avenue of Honour	Nepean Highway, Frankston The original World War I Avenue of Honour was removed in the 1960s to enable the widening of Nepean Highway. While the site retains some community value, given its substantial alteration over time, it is not considered to warrant inclusion in the Heritage Overlay.	
House	35 Williams Street, Frankston A modest mid-century house that lacks notable aesthetic characteristics or architectural detailing. No historical or social value was identified through research. It is considered that the place does not meet the threshold for local significance.	
House	108 Williams Street, Frankston A modest house clad with a light-weight stone facing. It lacks any particular aesthetic characteristics or architectural detailing and does not possess sufficient architectural, historical or social interest to meet the threshold for local significance.	
FRANKSTON SOUTH		
House	17 Gulls Way, Frankston South In 1995 the place was identified as being significant predominantly for its 1927 Edna Walling-designed garden. The substantial loss of the garden scheme and alterations to the house itself has reduced the significance of the place such that it does not warrant inclusion in the Heritage Overlay.	

Name	Address	Image
House	<p>255 Humphries Road, Frankston South</p> <p>Built in 1976, the house was designed by Sydney-based project builders Pettit & Sevitt. Large additions have been constructed off the main elevation which has altered the original design intent of the building. As a result, the place has a low level of integrity to its original design and does not warrant inclusion in the Heritage Overlay.</p>	 <p>(Source: www.domain.com.au)</p>
Cobb Cottage	<p>650 Nepean Highway, Frankston South</p> <p>An Interwar-period house that has been heavily altered with many original and notable features removed (including timber shingle cladding to upper storeys, timber shingle roofing and central open-arched entrance). The place now has a low level of integrity to its original design and fabric and does not warrant inclusion in the Heritage Overlay.</p>	 <p>(Source: www.realestate.com.au)</p>
KARINGAL		
Gateway to Karingal Estate	<p>220R Skye Road, Karingal</p> <p>The place is part of the gateway to the 1960s housing estate established by A V Jennings. The estate has previously been assessed and found not to warrant inclusion in the Heritage Overlay as a precinct. As a discrete element, the remnant gateway is not considered to be of sufficient significance to warrant inclusion in the Heritage Overlay.</p>	

APPENDIX 1 – STAGE 1 LIST OF PLACES

Following is the original list of 31 places provided by Council for further investigation:

	Name/Description	Address	Street	Locality	Stage 1 Source
FRANKSTON					
1.	Cora-Lynn c1885 polychromatic brick Italianate house	10	Lewis Street	Frankston	
2.	Inter-war house	108	Williams Street	Frankston	
3.	Modernist Post-war House	147	Cranbourne Road	Frankston	
4.	Former Mechanics Institute	1N	Plowman Place	Frankston	
5.	Inter-war, or possibly earlier house	2	Cricklewood Avenue	Frankston	
6.	Brotherhood of St Laurence (former Methodist Church)	24-26	High Street	Frankston	
7.	1950s Modernist House	26	Bangor Drive	Frankston	
8.	1950s house	35	Williams Street	Frankston	
9.	Fernlea, Victorian villa	4	Nolan Street	Frankston	
10.	Shops	473	Nepean Highway	Frankston	
11.	Cluster of Modernist flats around a central drive	5	Gould Street	Frankston	
12.	House	8	Palm Court	Frankston	
13.	Avenue of Honour		Nepean Highway	Frankston	

	Name/Description	Address	Street	Locality	Stage 1 Source
14.	Struan, Former house on Monash Peninsula Campus		Struan McMahon's Road	Frankston	
FRANKSTON SOUTH					
15.	Mid-twentieth century house	88	Kars Street	Frankston South	
16.	Timber Italianate House	147	Humphries Road	Frankston South	
17.	1927 Bungalow design (altered) set in Edna Walling Garden (altered)	17	Gulls Way	Frankston South	
18.	1960s/70s Modernist house	255	Humphries Road	Frankston South	
19.	1950s/60s Modernist House	28	Dunstan Street	Frankston South	
20.	Italianate house or Victorian villa, originally facing Nepean Highway prior to later development	3 (now 7)	The Grove	Frankston South	
21.	1970s Modernist House	5	Mulgra Street	Frankston South	
22.	1950s Modernist House	59	Brighton Street	Frankston South	
23.	Large mid-twentieth century house at the corner of Bruarong Crescent, with large curved bay windows with candle snuffer roof	597	Nepean Highway (21 Hopes Rise)	Frankston South	
24.	Large inter-war house, with rubble walls on lower level.	650	Nepean Highway	Frankston South	

	Name/Description	Address	Street	Locality	Stage 1 Source
25.	1970s Modernist House	78	Derinya Drive	Frankston South	
26.	Modernist Late 1950s, 1960s house	87	Yuille Street	Frankston South	
KARINGAL					
27.	Fence (and adjacent landscaping) to Karingal Estate	220R	Skye Road (Gateway)	Karingal	
SEAFORD					
28.	Normanhall	152	Nepean Highway	Seaford	
29.	Beehive Well	190N	Old Wells Road	Seaford	
30.	Allunga	224	Nepean Highway	Seaford	
31.	Riviera Hotel	30	Nepean Highway	Seaford	

APPENDIX 2 – HERITAGE CRITERIA (PLANNING PRACTICE NOTE 1)

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity)

Criterion C: Potential to yield information that will contribute to understanding our cultural or natural history (research potential).

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).



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FRANKSTON CITY COUNCIL GAP HERITAGE REVIEW (STAGE 2):

DRAFT REPORT

VOLUME 2

PREPARED FOR: Frankston City Council
DATE: 14 September 2020
FILE: 2020-007

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SEAFORD			
21.	Riviera Hotel	30 Nepean Highway, Seaford	251
22.	Normanhurst	152 Nepean Highway, Seaford	263

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2 Place Citations & Statements of Significance

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MARYLANDS

26 BANGOR DRIVE, FRANKSTON



Figure 1. Marylands, 26 Bangor Drive, Frankston (Domain.com.au, photo dated September 2019).

DATE: August 2020

FILE: 2020-007

MARYLANDS

26 BANGOR DRIVE, FRANKSTON SOUTH

Place type: House	Architect/Designer: Not confirmed
Construction Date: Post-war period	Builder: Not confirmed
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 9).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetteer* in 1865 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as a A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

From 1944, Dr Leo J Doyle, Melbourne surgeon, owned just over 27 ¼ acres south of Cranbourne Road, which served as 'Lahinch' Stud Farm. Following his death in March 1953, the property was transferred to his wife Hazel Doyle, James Doyle, solicitor, and his trustees (LV:V7185/F861). His estate was advertised for sale in newspapers in April 1953, described as 'Lahinch' Jersey Stud Farm, located on 50 acres on Cranbourne-Frankston Road, with an ultra-modern weatherboard villa in parklike surrounds, 5 room cottage and various outbuildings (*Age*, 4 Apr 1953; *Dandenong Journal*, 15 Apr 1953:3; *Argus*, 11 Apr 1953:22). The property was purchased by Andrew and Lillian Small in December 1953 (LV:V7185/F861).

Thomas Bonnice, builder, and his wife Julia, purchased the property in August 1962 (LV:V7185/F861). Thomas Bonnice & Co Master Builder of Highett advertised in newspapers in the 1950s (*Age*, 20 Nov 1954:44; 13 Jun 1959:12). The Modernist house may have been built by owner and master builder Bonnice during this period.

A stone retaining wall along the Whitford Way boundary (remains in 2020) may date to the construction of the house.

Julia Bonnice, 'of "Marylands", Cranbourne Road, Frankston' was the sole owner of the property from January 1975 (LV:V7185/F861). In May 1975, Bonnice sold 14.9 acres (including the subject site) to Development Underwriting (Entrad) Limited (LV:V9084/F410). The subdivision was sold as Marylands Park Estate, advertised from 1976 (*Age*, 27 Nov 1976:136).

In August 1980, a smaller, irregular-shaped block comprising the extant house at 26 Bangor Drive, was sold to 'The Minister of the Crown Administering the Education Acts'. Subsequent owners included Twenty Second Octex Pty Ltd from 1984. The property was further subdivided in 1984 and 1985, reducing the house lot in size. In February 1985 the property (matching the current extent) was sold to Raymond and Merle Haebich (LV:V9389/F659; 9581/F879). A small addition was built at the west end of the house for the Haebichs in 1985, to serve as a storeroom (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

26 Bangor Drive is a large house located in a suburban area in close proximity to the Karingal Estate and Ballam Park (to the north) and Bunarong Natural Features Reserve to the southwest. Bangor Drive is a curvilinear road which connects Cranbourne Road and Whitford Way and provides access to a series of small courts. The subject site addresses Bangor Road to the north and extends to Whitford Way in the south. Constructed in the post-war period, the house displays characteristics of the Postwar Modernist style.

A steep, narrow driveway provides access to the house from Bangor Drive. The house is situated at the high point of the property and is elevated to provide views to the north and east. The terrain falls to Whitford Way in the south, where it is landscaped with terraced garden beds.

The house is a three-storey building of three main sections: a three-storey stairwell to the east, a three-storey central section with lower carport and workshop, and a single-storey wing to the west. The sections are arranged in an asymmetrical composition that emphasizes horizontality through the use of continuous long-spanning fascia and partially cantilevered terrace floors. Main living spaces are located on the middle level of the three-storey section and the single-storey western wing. Expansive terraces are accessed from the fully glazed northern elevation of these spaces at the middle- and upper-storeys, taking advantage of views provided by the topography and siting of the house.

The house appears to be of grey and white brick construction with a flat roof with overhanging eaves and timber-lined ceilings. Darker grey bricks are used for the lower storey, and the three-storey stairwell has a vertical strip of glazing that extends across all levels.

The setting of the house comprises lawn areas and exotic plantings with retaining walls, built in grey brick, managing some of the dramatic topographical changes. The house's lower storey is partially embedded into the terrain.

Later additions and alterations appear to be limited to a small single-storey addition to the west and a shed to the east of the carport and north of the stair section.



Figure 2. Aerial view of 26 Bangor Drive (indicated: smaller arrow shows driveway entry at Bangor Drive) (Source: Nearmap, dated December 2019).



Figure 3 & 4. Looking south to the house from Bangor Drive, showing driveway entry.



Figure 5. Looking north to the house from Whitford Ward, showing terraced garden beds and second driveway entry at left.



Figure 6. Looking east to the house from within the site, showing three storeys with balconies to the upper levels. (Domain.com.au, dated September 2019).



Figure 7. Looking north from within the site to the south elevation, showing entry. (Source: Realestate.com.au, dated September 2017)

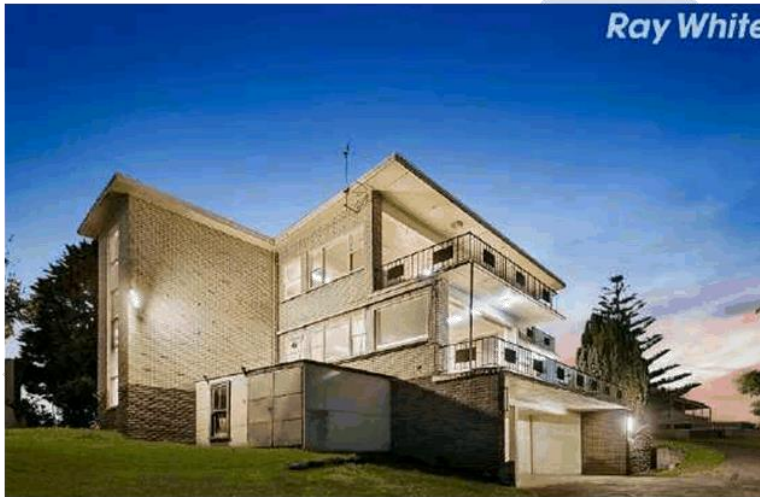


Figure 8. Looking southwest from within the site to the house, showing the stepped arrangement of the storeys and balconies, with three-storey stairwell at left. (Source: Realestate.com.au, dated September 2017)

Integrity/Intactness

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

Marylands at 26 Bangor Drive appears to retain a high degree of integrity in fabric, form and detail to its period of construction. It remains highly intact and can be readily understood and appreciated as a Postwar Modernist suburban house.

Comparisons

Marylands at 26 Bangor Drive is a highly intact representative example of a Postwar Modernist suburban house built in the Frankston City Council.

A large number of post-war houses, designed in the Modernist architectural style, remain in the municipality. Examples of these are included in the Heritage Overlay of the Frankston Planning Scheme, including a number that were identified as part of the *Frankston City Post-War Modernist Heritage Study, Stages 1 and 2* (2012 and 2014). Examples include:

- 58 Baden Powell Drive, Frankston South (HO61) (Chancellor & Patrick, c1963)
- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (Roy Grounds, 1949)
- 7 Bunangib Court, Frankston (HO12) (1958)
- 4 Fenton Crescent, Frankston South (HO63) (Kevin Borland, 1977)
- Somersby, 30 Gould Street, Frankston (HO64) (Chancellor & Patrick, 1956)
- Tarraleah, 95 Gould Street, Frankston (HO65) (Ian Banner, 1960)
- Stern House, 110 Gould Street, Frankston (HO66) (Chancellor & Patrick, 1958)
- Chancellor House, 1 Gulls Way, Frankston (HO18) (Chancellor & Patrick, c1954)
- Polperro, 6 Gulls Way, Frankston South (HO67) (Chancellor & Patrick, 1958)
- Tilba Tilba, 14 Gulls Ways, Frankston (HO19) (Chancellor & Patrick, 1956)
- 6 Handley Court, Frankston (HO20) (Chancellor & Patrick, 1961)
- 8 Harcourt Avenue, Frankston South (HO68) (Chancellor & Patrick, c1960-61)
- 6 Hillside Grove, Frankston (HO21) (Chancellor & Patrick, 1958)
- 8 Karina Street, Frankston South (HO70) (Ian Banner, 1967)
- Gas Project House, 149 Karingal Drive, Frankston (HO71) (David Dalrymple, 1966)
- Former McClune House, 18 Marcus Road, Frankston South (HO57) (Robin Boyd)
- Kahala, 644 Nepean Highway, Frankston South (HO72) (Robin Boyd, 1966)
- Ael-y-brun, 648 Nepean Highway, Frankston South (HO73) (Rhys Hopkins, 1949)
- Houston House, 675 Nepean Highway (HO27) (Chancellor & Patrick, 1959, 1978)
- 19 Thames Street, Frankston South (HO75) (Chancellor & Patrick, c1956)
- 49 Warringa Road, Frankston South (HO76) (c1970)
- Angliss House, 8 Yamala Drive, Frankston (HO32) Perrott Lyon Timlock & Kesa, 1961)

These examples are substantial individual dwellings, the majority of which are architect-designed. In contrast, Marylands at 26 Bangor Drive is representative of another common post-war building typology, that of the owner-builder variety, which represents an important phase in the post-war development of Frankston when suburban development was largely focused on lower-cost housing that could be accessed by those on moderate incomes. This phase in Frankston's development is under-represented in the Heritage Overlay and there are currently no examples of owner-builder Postwar Modernist houses in the Heritage Overlay.

While large numbers of this typology remain in the municipality, Marylands is notable for its high level of integrity to its period of construction, which allows it to more clearly demonstrate the characteristics of owner-builder Postwar Modernist houses constructed in the Frankston City Council than most other examples of this typology.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Marylands is illustrative of post-war suburban development in the Frankston City Council when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

Marylands is a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of Modernist housing from this period in Frankston and across Victoria more broadly, including an asymmetrical composition with horizontal emphasis, flat roof form with broad eaves and expansive glazing.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – Whitford Way boundary
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 9 below.

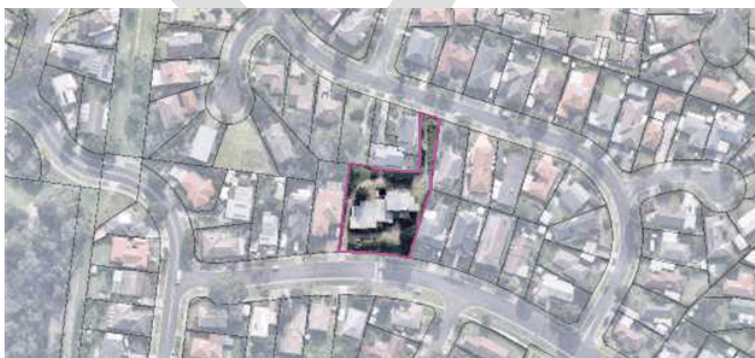


Figure 9. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 20 August 2020)

References

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit No. 47516.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

The Age.

The Argus.

The Dandenong Journal.

Marylands – Statement of Significance, August 2020

Heritage place: Marylands, 26 Bangor Drive,
Frankston

PS ref no.: HO TBC



Marylands, 26 Bangor Drive, Frankston (Domain.com.au, photo dated September 2019)

What is significant?

Marylands at 26 Bangor Drive, Frankston.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its post-war period of construction, including the asymmetrical composition, horizontal emphasis, flat roof cantilevering over the balconies, metal balustrading, expansive glazing and undercroft garage.
- The building's high level of integrity to its original design.

How is it significant?

Marylands is of local historical and architectural (representative) significance to the Frankston City Council.

Why is it significant?

Marylands is illustrative of post-war suburban development in the Frankston City Council when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house

is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston (Criterion A).

Marylands is a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of Modernist housing from this period in Frankston and across Victoria more broadly, including an asymmetrical composition with horizontal emphasis, flat roof form with broad eaves and expansive glazing (Criterion D).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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HOUSE

147 CRANBOURNE ROAD, FRANKSTON



Figure 1. House, 147 Cranbourne Road, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

HOUSE

147 CRANBOURNE ROAD, FRANKSTON

Place type: House	Architect: Not known
Construction Date: c.1954	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 5).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 as

A postal fishing village, beautifully situated at the mouth of the Tangeonong 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

James Nolan, farmer, and Isabella Nolan owned just over 45 acres south of Cranbourne Road, which extended to Hillcrest Road, from November 1948. They subdivided this land, creating the lots east of Craig Street, bound by Cranbourne Road and Nursery Avenue, which they on-sold from November 1950. The land which is now Jubilee Park was transferred to Frankston and Hastings Shire Council in March 1951 (LV:V7263/F426).

The current 147 Cranbourne Road (Lot 3) was sold to Dorothy May Seville in February 1953. Three months later, in May 1953, Seville sold the property to William and Evelyn Johnson (LV:V7970/F101). The Postwar Modernist house was probably built during this period.

A garage and carport (remain in 2020) appear to date to the construction of the house.

In February 1955, the property was transferred to Albert Johnson, carpenter, and Jean Johnson, 'both of 147 Cranbourne Road, Frankston'. Subsequent owners included the Normans who owned the property between 1970 and 2004 (LV:V7970/F101).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians

Description

The house at 147 Cranbourne Road is located east of Frankston's Metropolitan Activity Centre, in close proximity to Jubilee Park. The site is elevated on the south side of Cranbourne Road. Constructed in the Postwar period, the house displays characteristics of the Postwar Modernist style.

The single-storey house has a horizontal emphasis with shallow-pitched gabled roof (clad in corrugated asbestos sheeting) and slightly raked walls, with a deeply recessed central entry to the principal (north) elevation. The roof has shallow eaves to the north and south and wide-projecting eaves to the east and west. The walls appear to be clad in fibre cement sheeting with a cream brick chimney and base to the house. Two large timber-framed windows are arranged symmetrically on either side of the recessed entry. These both have large single panes of fixed glazing with three small awning windows above.

The house is accessed via a concrete driveway from Cranbourne Road and a concrete path connects this with a set of curvilinear concrete stairs. These lead to the deeply recessed entry and a low balcony, with fine geometric wrought iron balustrade, which runs across the front elevation. A partially-cantilevered concrete slab forms the floor of the balcony.

A cream brick front-fence, with curved walls to the driveway, may date to the construction of the house, however the infill metal panels and front gate are later changes.

Outbuildings are evident to the house's southeast and a small skillion-roofed room is attached to the rear of the house.



Figure 2. Aerial view of 147 Cranbourne Road (indicated)
(Source: Nearmap, dated December 2019).



Figure 3. Oblique view looking southwest to the site from Cranbourne Road.



Figure 4. Principal (north) elevation of the house.

Integrity/Intactness

The house at 147 Cranbourne Road retains a high degree of integrity in fabric, form and detail to its period of construction. It remains highly intact and can be readily understood and appreciated as a Postwar Modernist suburban housing development.

Comparisons

The house at 147 Cranbourne Road is a highly intact representative example of a Postwar Modernist suburban housing development built in the municipality.

A large number of post-war houses, designed in the Modernist architectural style, remain in the Frankston City Council. Numerous examples of these are included in the Heritage Overlay of the Frankston Planning Scheme, including a number that were identified as part of the *Frankston City Post-War Modernist Heritage Study, Stages 1 and 2* (2012 and 2014). Examples include:

- 58 Baden Powell Drive, Frankston South (HO61) (Chancellor & Patrick, c1963)
- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (Roy Grounds, 1949)
- 7 Bunangib Court, Frankston (HO12) (1958)
- 4 Fenton Crescent, Frankston South (HO63) (Kevin Borland, 1977)
- Somersby, 30 Gould Street, Frankston (HO64) (Chancellor & Patrick, 1956)
- Tarraleah, 95 Gould Street, Frankston (HO65) (Ian Banner, 1960)
- Stern House, 110 Gould Street, Frankston (HO66) (Chancellor & Patrick, 1958)
- Chancellor House, 1 Gulls Way, Frankston (HO18) (Chancellor & Patrick, c1954)
- Polperro, 6 Gulls Way, Frankston South (HO67) (Chancellor & Patrick, 1958)
- Tilba Tilba, 14 Gulls Ways, Frankston (HO19) (Chancellor & Patrick, 1956)
- 6 Handley Court, Frankston (HO20) (Chancellor & Patrick, 1961)
- 8 Harcourt Avenue, Frankston South (HO68) (Chancellor & Patrick, c1960-61)
- 6 Hillside Grove, Frankston (HO21) (Chancellor & Patrick, 1958)
- 8 Karina Street, Frankston South (HO70) (Ian Banner, 1967)
- Gas Project House, 149 Karingal Drive, Frankston (HO71) (David Dalrymple, 1966)
- Former McClune House, 18 Marcus Road, Frankston South (HO57) (Robin Boyd)
- Kahala, 644 Nepean Highway, Frankston South (HO72) (Robin Boyd, 1966)
- Ael-y-brun, 648 Nepean Highway, Frankston South (HO73) (Rhys Hopkins, 1949)
- Houston House, 675 Nepean Highway (HO27) (Chancellor & Patrick, 1959, 1978)
- 19 Thames Street, Frankston South (HO75) (Chancellor & Patrick, c1956)
- 49 Warringa Road, Frankston South (HO76) (c1970)
- Angliss House, 8 Yamala Drive, Frankston (HO32) Perrott Lyon Timlock & Kesa, 1961)

These examples are substantial individual dwellings, the majority of which are architect-designed. In contrast, the house at 147 Cranbourne Road is representative of another common post-war building typology, that of the lower cost owner-builder variety, which represents an important phase in the post-war development of Frankston when suburban development was largely focused on housing that could be accessed by those on moderate incomes. This phase in Frankston's development is under-represented in the Heritage Overlay and there are currently no examples in the Heritage Overlay.

While large numbers of this typology remain in the municipality, the house at 147 Cranbourne Road is notable for its high level of integrity to its period of construction, which allows it to more clearly demonstrate the characteristics of owner-builder Postwar Modernist houses constructed in the Frankston City Council than most other examples of this typology.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 147 Cranbourne Road is illustrative of post-war suburban development in the municipality when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

The house at 147 Cranbourne Road is a highly intact representative example of affordable Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of Modernist housing from this period in Frankston and across Victoria more broadly, including a geometric, symmetrical composition with horizontal emphasis, low-pitched roof form with wide-projecting eaves, metal balustrading and expansive timber-framed glazing (Criterion D).

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – front fence
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 5.



Figure 5. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 21 August 2020)

References

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

The Argus.

Draft



House, 147 Cranbourne Road – Statement of Significance, August 2020

Heritage place: House, 147 Cranbourne Road,
Frankston

PS ref no.: HO TBC



What is significant?

The house at 147 Cranbourne Road, Frankston.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its post-war period of construction, including the simple square plan, symmetrical horizontal emphasis, low-pitched roof with wide-projecting eaves, metal balustrading and expansive timber-framed glazing.
- The building's high level of integrity to its original design.
- The contemporary pale brick fence to Cranbourne Street.

How is it significant?

The house at 147 Cranbourne Road is of local historical and architectural (representative) significance to the Frankston City Council.

Why is it significant?

The house at 147 Cranbourne Road is illustrative of post-war suburban development in the municipality when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston (Criterion A).

The house at 147 Cranbourne Road is a highly intact representative example of affordable Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of Modernist housing from this period in Frankston and across Victoria more broadly, including a geometric, symmetrical composition with horizontal emphasis, low-pitched roof form with wide-projecting eaves, metal balustrading and expansive timber-framed glazing (Criterion D).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

Draft



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THE SILO

2 CRICKLEWOOD AVENUE, FRANKSTON



Figure 1. The Silo, 2 Cricklewood Avenue, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

THE SILO

2 CRICKLEWOOD AVENUE, FRANKSTON

Place type: Silo, House	Architect: Not known
Construction Date: 1910 (silo), c1916 (house conversion)	Builder: Not confirmed
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 6).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 as:

A postal fishing village, beautifully situated at the mouth of the Tangeonong or Cannonook Creek. It has a school, post office, one hotel, the Frankston [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

What is now known as 2 Cricklewood Avenue originally formed part of George Wagstaff Booth's Cricklewood Estate and farm. An article published in the *Mornington and Dromana Standard* in April 1910 (30 Apr 1910:2) announced that:

The first silo in the Frankston district is now in full working order at the residence of Mr G W Booth, and the squire of 'Cricklewood' is to be congratulated on the introduction of such up-to-date means of preserving fodder. The building is neatly designed, and the work was capably carried out by Mr P Bloxham ...

It is likely that this article refers to the silo which was subsequently converted into a house at the subject site.

In 1915, Booth auctioned off farm implements, tools and livestock after leasing the farm to tenants (*Mornington Standard*, 17 Jul 1915:2). Between c1915 and 1917, Booth subdivided his estate and converted the silo into a residence. In December 1917, parts of Cricklewood Estate were advertised for sale, including 42 large building allotments, 'Barnawatha' and 'The Silo' (the subject site), both described as 'brick residences' (*Mornington Standard*, 8 Dec 1917:2). One 1917 advertisement published a photo of 'The Silo' (Figure 2).

Sections of 'the well-known "Cricklewood Estate"' were again advertised for sale in 1922, including 'The Silo' on Cricklewood Avenue, 'Cricklewood House' on Dandenong Road and 'Barnawatha' on Cricklewood Avenue. 'The Silo' was described as a 'charming concrete bungalow', with a unique design, with three rooms on the ground floor, two bedrooms upstairs and a lookout (*Age*, 9 Dec 1922:15). 'The Silo' remained in Booth's ownership until 1950.

In January 1950, the house 'The Silo' was again advertised for sale in *The Argus* (4 Jan 1950:10), described as 'the unique and well-known 2-storey dwelling', with three bedrooms, lounge, kitchen, bathroom, laundry, and a 90ft (27.4m) frontage to Cricklewood Avenue (matching the frontage in 2020). In February 1950, George Booth sold the current 2 Cricklewood Avenue (Lot 45) to Frank and Vera Copplestone (LV:V5790/F835). Subsequent owners included Frederick and Edith Haag from January 1951, Otto and Ethel Schuster from August 1951, Hartmut and Hildegard Kruefer from 1977, and the Haylocks from 1989 (LV:V7370/F829).

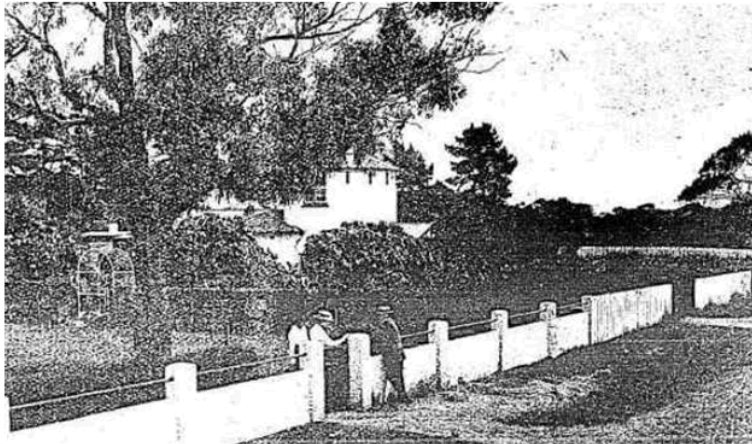


Figure 2. Photo of 'The Silo' published in 1917 (Table Talk, 5 Apr 1917:16).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 4 Transforming and managing the land
 - 4.4 Farming
- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

'The Silo' house is located towards the rear of a rectangular site and is set back approximately 17m from the boundary to Cricklewood Avenue in a suburban setting to the east of Frankston's Metropolitan Activity Centre. The house is comprised of an original silo which has been converted into two residential storeys, the lower of which forms the entrance via a gable-roofed portico. Attached to the rear (south) of the silo is a single-storey L-shaped structure with gable roof extending west, adjacent to the silo, and hipped roof extending south from the silo. Adapted from an existing (1910) silo, the conversion to a house dates to c1916 and displays characteristics of the Federation style.

Both the silo and house elements are of masonry construction finished with a rough cast render and the roofs are clad with corrugated steel. The eaves of the segmental roof of the former silo are supported by a row of large stylised corbels. A gable-roofed portico forming the entrance to the silo structure features half-timbering, a half-wall with rendered capping and three circular perforations, tapered columns and exposed rafter ends. A chimney, located to the south of the silo structure, features terracotta chimney pots with a corbel moulding to the stack. Multi-paned timber-framed windows and half-glazed external doors are evident at the front of the building.

Later additions are evident to the southwest of the house and a detached carport has been added to the northwest.

The garden includes a mature conifer, and is enclosed by a timber framed ripple iron fence of recent construction. The gates are of wrought iron.



Figure 3. Aerial view showing the subject site, with Cricklewood Avenue to the north. (Source: Nearmap, dated December 2019).



Figure 4. Looking southeast to the subject site and driveway entry, noting later fence and mature conifer.



Figure 5. Looking southeast from driveway entry to silo and portico entry at lower left.

Integrity/Intactness

The Silo appears to retain a high degree of integrity in fabric, form and detail to its early twentieth century residential conversion. While the house has undergone some alterations, including the construction of rear additions and a carport, these do not diminish the ability to understand and appreciate the place as an intact and unusual example of a Federation house built in the Frankston City Council.

Comparisons

The Silo is a highly unusual example of a Federation house in the Frankston City Council, being a conversion and incorporation of an earlier farm structure (silo) into a private residence.

As a Federation-era residential conversion, the subject building has no direct comparators in the municipality.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The Silo has an association with the agricultural history of the Frankston region, having been originally constructed as a stock feed silo by George Wagstaff Booth in 1910. The Silo is an early and highly unusual example of a residential conversion in the municipality. It also demonstrates the practice of subdividing large farming estates for residential development, and is illustrative of residential development which occurred on the outer fringes of Melbourne in the early 1900s.

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history

The Silo is a rare and highly unusual example of a Federation-era dwelling that converts and incorporates an earlier farm structure into its design. Beyond its rarity value as an early example of a residential conversion in the municipality, it is also one of few remaining examples of a house constructed in the early 1900s in the Frankston City Council. The place remains sufficiently intact to clearly demonstrate this rare building type in the municipality.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 6 below.

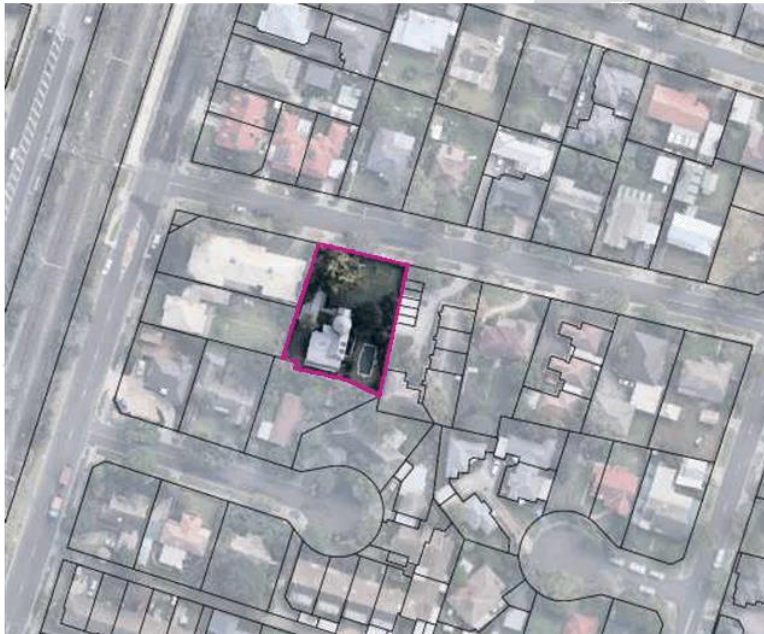


Figure 6. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)

References

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

Mornington and Dromana Standard.

Mornington Standard.

The Age.

The Argus.

The Silo – Statement of Significance, August 2020

Heritage place: The Silo, 2 Cricklewood Avenue,
Frankston

PS ref no.: HO TBC



What is significant?

The Silo at 2 Cricklewood Avenue, Frankston, constructed c1916 from a 1910 farm silo.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its c1916 period of construction, including the distinct two-storey silo form, the original single-storey L-shaped building and the entrance porch to the silo component.
- The building's high level of integrity to its original design.

Later alterations and additions, including the rear addition and carport, are not significant.

How is it significant?

The Silo is of local historical and architectural (rarity) significance to the Frankston City Council.

Why is it significant?

The Silo has an association with the agricultural history of the Frankston region, having been originally constructed as a stock feed silo by George Wagstaff Booth in 1910. The Silo is an early and highly unusual example of a residential conversion in the municipality. It also demonstrates the practice of subdividing large

farming estates for residential development, and is illustrative of residential development which occurred on the outer fringes of Melbourne in the early 1900s (Criterion A).

The Silo is a rare and highly unusual example of a Federation-era dwelling that converts and incorporates an earlier farm structure into its design. Beyond its rarity value as an early example of a residential conversion in the municipality, it is also one of few remaining examples of a house constructed in the early 1900s in the Frankston City Council. The place remains sufficiently intact to clearly demonstrate this rare building type in the municipality (Criterion B).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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STRUAN

MONASH UNIVERSITY PENINSULA CAMPUS, 47-49 FRANKSTON- FLINDERS ROAD, FRANKSTON



Figure 1. Struan (Former), 47-49 Frankston-Flinders Road, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

STRUAN**MONASH UNIVERSITY PENINSULA CAMPUS, 47-49 FRANKSTON-FLINDERS ROAD, FRANKSTON**

Other names: Frankston Teachers' College, State College of Victoria, Frankston Campus of the Chisholm Institute of Technology, Monash University Peninsula Campus (current)

Place type: House, School	Architect: Not known
Construction Date: 1924	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: Refer to the plan at Figure 14.

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

The land that is now occupied by the Monash University Peninsula Campus was first mentioned in the 1896-97 Frankston rate books as being owned by Mrs Jane Unthank, a local identity (Crown Allotment 6C, totalling 29 acres). An earlier house appears to have been built on the property in c1903 (Woodhouse, 2008:9; Butler et al. 1995:102).

The property was subdivided and changed ownership three times before it was purchased by Rudolph Werner of Richmond in 1920. The extant house was built for Werner in 1924 (Woodhouse, 2008:9). Werner remained the owner of the property until his death, after which it passed to Escort Rudolph Werner on 16 February 1945. At this date the property comprised 17.5 acres (Woodhouse, 2008:9).

Subsequent owners of the house included Dr Frank R Vincent from January 1951, who named the house 'Struan' (Woodhouse, 2008:9). The house was reportedly named after a property in Naracoorte, South Australia, owned by Vincent's mother's family, the Robertsons (Butler et al. 1995:102). Vincent worked at Frankston hospital and he and his wife Edna retained ownership until October 1957, when they sold the property to the Education Department. At this date the property comprised an 11-room house ('Struan') and a four-room cottage, on almost 18 acres (Woodhouse, 2008:9).

'Struan', along with surrounding properties, formed the new Frankston Teacher's College, which opened on 12 February 1959 (Figure 2 - Figure 4) (Woodhouse, 2008:5, 40). The 11-room house 'Struan' was adapted to serve as lecture rooms, staff rooms, offices and a library. The college's annual student publication was named after the house (Woodhouse, 2008:10)



Figure 2. Photo of Struan published in the 1959 edition of the Frankston Teachers' College magazine titled 'Struan' (Frankston Teacher's College Student Representative Council, 1959).



Figure 3. Photo of students and staff outside of Struan, published in the 1959 edition of the Frankston Teachers' College magazine, 'Struan' (Frankston Teacher's College Student Representative Council, 1959).



Figure 4. Article featuring Struan, probably published c1959. The caption notes that the house 'is being used for the new Frankston Teachers' College pending modern buildings being erected on the site' (Monash University Peninsula Campus Facebook page).

The Education Department relinquished control over the State's Teacher Training Colleges, and in 1972 Frankston College, along with five other colleges, formed the State College of Victoria (Figure 5 - Figure 7).



Figure 5. The west elevation of Struan in the 1970s (Monash University Archives, Image no. 5919).



Figure 6. North elevation of Struan and its context in the 1970s (Monash University Archives, Image no. 5918).



Figure 7. Struan and its wider context in 1980 (Monash University Archives, Image no. 5976).

In 1982 the State College of Victoria at Frankston amalgamated with the Caulfield Institute of Technology to form the Chisholm Institute of Technology. Frankston became one of its two campuses. In 1990, Chisholm merged with Monash University and the subject site became the Monash University Peninsula Campus (Figure 8) (Woodhouse, 2008:5). 'Struan' continues to form part of the Monash University Peninsula Campus in 2020.



Figure 8. The building in 1995 (Butler et al. 1995:101).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians
- 8 Building community life
 - 8.2 Educating people

Description

Struan is a large former residence located within the grounds of Monash University Peninsula Campus at Frankston. Struan is situated on the western boundary of the campus overlooking the Moorooduc Highway.

The building is broadly square in plan with projecting bays to the north, east and west. It is a two-storey, tuck-pointed red brick structure with a Dutch gable roof form clad in red-painted corrugated sheet metal. Some features are highlighted in a smooth render finish, including the copings and three-centred arches at the lower level. Other features, including bluestone and brick lintels, remain undressed. Several corners of the building are buttressed in red brick and a row of recessed brick panels line the upper balcony of the north elevation. This balcony has been filled in with glazing. A portico entry, with a short flight of red brick stairs and flanking curved red brick half-walls, is located at the west elevation. Four chimneys penetrate the roof at irregular locations; two of these chimneys are unadorned and the other two have decorative rendered cappings. The largest chimney (at the northeast of the building) is engaged to the outer wall with a substantial chimney breast, also with rendered cappings.

Other detail includes timber louvres to the gable ends. Timber-framed sash windows throughout may also include original elements, although several have been altered to accommodate later air-conditioning units. Two mature specimen trees (*Phoenix canariensis* to the northeast, and *Auracaria sp.* to the southwest) may date from the period of construction of the house.

Alterations include the removal or sealing of the former garage door at the lower level of the north elevation and the removal of the balcony balustrade on the upper storey of the north elevation. The surrounding landscape appears to have been substantially altered since the building was used as a residence, with ground levels now dropping significantly to the northeast.



Figure 9. Aerial view of subject site, with Moorooduc Highway at left, carparking to the north and south, and Monash University facilities to the east of the subject site. (Source: Nearmap, dated December 2019)



Figure 10. Looking southeast from an internal campus road to Struan.



Figure 11. Looking north to the south elevation of Struan, showing roof profile.

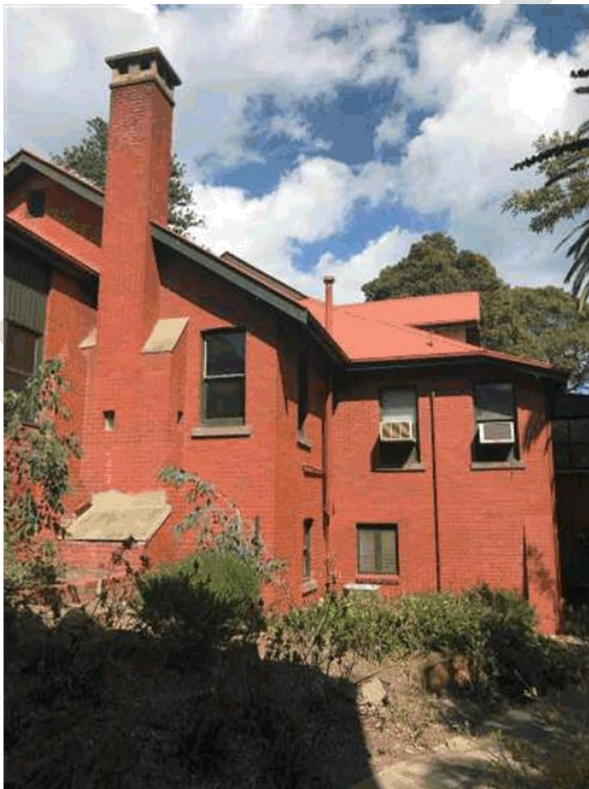


Figure 12. Looking southwest to Struan, showing various details including chimney, louvered ceiling vent and timber-framed windows.



Figure 13. Struan main entry at west elevation, showing treads in rubbed brick and rendered capping to balustrade half-walls and pillars.

Integrity/Intactness

Struan remains highly intact and retains much of the original fabric, form and detail from its construction in 1924. While the building has undergone some alterations, including the enclosure of balconies with glazing and the replacement of the original roof, these do not diminish the ability to understand and appreciate the place as an example of a substantial residential bungalow. The place is of high integrity.

Comparisons

Struan is of note as a fine and highly intact example of a substantial bungalow built in the Frankston City Council. Following the 1880s boom period and into the early twentieth-century, Frankston established itself as a favoured site for wealthy Melburnians who constructed large, often two-storeyed, residences which often replicated the form of houses then found in Melbourne's wealthiest suburbs.

A number of substantial houses remain in the municipality to demonstrate this historic trend and examples of these in the Heritage Overlay of the Frankston Planning Scheme, include:

- Westerfield, 72-118 Robinsons Road, Frankston South (VHR H2200 & HO5)
- Bruce Manor, 34 Pinehill Drive, Frankston (VHR H1998 & HO29)
- Tower View, now Tower House, 2-3 Bentick Street, Frankston (HO11) (1927)
- 106 Kars Street, Frankston (HO22) (1938)
- Portland Lodge, 1 Plummer Avenue, Frankston (HO30) (1934)

- Lloyd's House, 31 Craven Road, Langwarrin (HO36) (c1920)
- 140 North Road, Langwarrin (HO40) (c1923)
- Markalia, 273 Nepean Highway, Seaford (HO44) (1929)

These properties demonstrate a broad range of architectural styles that are typical of the period in which they were constructed. In a similar manner, Struan retains sufficient integrity to clearly demonstrate the characteristics of a substantial bungalow constructed in the Frankston City Council in the interwar period and contributes to the varied collection of properties included in the Heritage Overlay of the Frankston Planning Scheme.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Struan is illustrative of the suburban development of Frankston in the interwar period, when a substantial number of permanent homes and residences were constructed alongside the many guesthouses and holiday homes that characterised the seaside resort town. Struan clearly illustrates the rise in popularity of the seaside location as a place to establish permanent residences following the electrification of the railway line in the 1920s and the rise in private car ownership.

Struan is also important for its long association with teaching and education in the Frankston City Council from the 1950s to the present day.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Struan is a substantial and finely detailed residential bungalow constructed in the 1920s. The red-brick construction, Dutch gable roof form, broad north-facing balcony, rendered and corbelled chimneys, arched porticos and rendered detailing combine to create a well-resolved composition. Two remnant plantings from the early history of the building (*Phoenix canariensis* to the northeast, and *Auracaria sp.* to the southwest) remain to provide a picturesque setting for the residence.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	Yes (<i>Phoenix canariensis</i> and <i>Auracaria sp.</i>)
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the former residential building and a curtilage of 10m from the outermost point of each elevation to the north, east and south, and the Moorooduc Highway boundary to the west, as shown in Figure 14 below.



Figure 14. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 1st August 2020)

References

Frankston Teacher's College Student Representative Council, annual magazine 'Struan', via
<<https://www.monash.edu/records-archives/archives/collections/publications/struan>>, accessed May 2020.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Monash University Archives, image number as cited.

Monash University Peninsula Campus Facebook page, accessed May 2020.

Table Talk [Melbourne, Vic.]

The Argus.

Woodhouse, Fay (2008), *Still Learning, A 50 year history of Monash University Peninsula Campus*, Clayton.

Struan – Statement of Significance, August 2020

Heritage place: Struan, 47-49 Frankston-Flinders Road, Frankston

PS ref no.: HO TBC



What is significant?

The former residence known as Struan at 47-49 Frankston-Flinders Road, constructed 1924.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its 1924 construction, including the Dutch gable roof form, broad north-facing balcony, rendered and corbelled chimneys, arched porticos and rendered detailing.
- The building's high level of integrity to its original design.
- The *Phoenix canariensis* and *Auracaria sp.*

Later alterations and additions, including the glazing enclosing the balcony, are not significant. The more recently constructed building directly to the east of Struan is not significant.

How is it significant?

Struan is of local historical and aesthetic significance to the Frankston City Council.

Why is it significant?

Struan is illustrative of the suburban development of Frankston in the interwar period, when a substantial number of permanent homes and residences were constructed alongside the many guesthouses and holiday homes that characterised the seaside resort town. Struan clearly illustrates the rise in popularity of the seaside

location as a place to establish permanent residences following the electrification of the railway line in the 1920s and the rise in private car ownership. Struan is also important for its long association with teaching and education in the Frankston City Council from the 1950s to the present day (Criterion A).

Struan is a substantial and finely detailed residential bungalow constructed in the 1920s. The red-brick construction, Dutch gable roof form, broad north-facing balcony, rendered and corbelled chimneys, arched porticos and rendered detailing combine to create a well-resolved composition. Two remnant plantings from the early history of the building (Phoenix canariensis to the northeast, and Auracaria sp. to the southwest) remain to provide a picturesque setting for the residence (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020



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FLATS

5 GOULD STREET, FRANKSTON



Figure 1. Flats, 5 Gould Street, Frankston (GJM Heritage, April 2020).

DATE: 29 July 2020

FILE: 2020-007

FLATS

5 GOULD STREET, FRANKSTON

Place type: Flats	Architect: Not known
Construction Date: 1958	Builder: Not confirmed
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 6).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Charlotte D Walker, widow, was the owner of Lots 20 and 21 on Gould Street from 1914. Following her death in 1923, the property was granted to Lillie and Mary Walker, spinsters 'of "Krangi-bah-too", The Island, Frankston', indicating the name of an earlier house on the subject site. From 1947, the property was held by solicitors Roy McArthur and Tom Trumble (LV:V3109/F743; *Argus*, 13 Apr 1923:8). A notice published in *The Age* in January 1958 advertised the auction of 5 Gould Street, Long Island, Frankston, which comprised a weatherboard house, held by the executors of C Dutton Walker (*Age*, 18 Jan 1958:33).

In April 1958, Walker's executors sold the property to Helen Blackwell, stenographer, Norman Echberg, Frankston builder, and John Gaskin, public servant (LV:V3109/F743). Eight flats were built on the property in 1958. A plan of the subdivision (Figure 2) showed the property subdivided into eight lots, with footprints of six brick flats and two cement-rendered flats with rectangular footprints to the rear. The two flats to the rear no longer remain, as property adjacent to Kananook Creek appears to have been acquired and is now zoned Public Park and Recreation (date not confirmed).

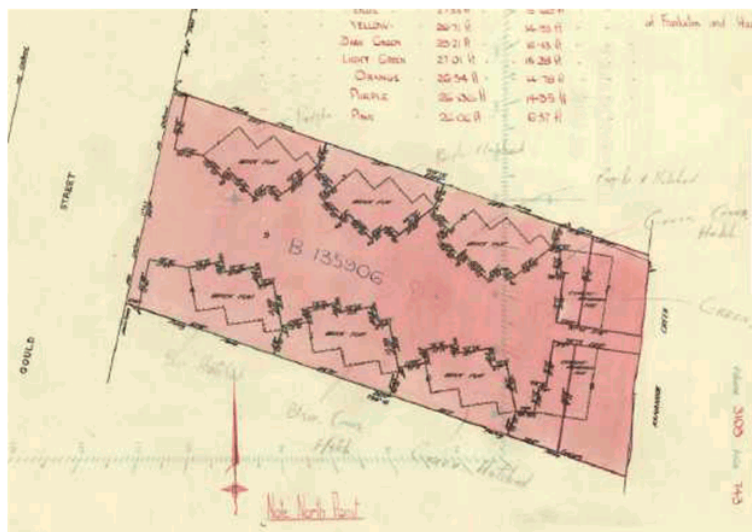


Figure 2. Plan showing the subdivision of the property into eight flat allotments. Annotations note six brick flats and two cement-rendered flats to the rear of the property (LP56377, LV:V3109/F743).

Norman Echberg – one of the property owners – may have designed and built the flats at the subject site. He was a highly respected builder from Frankston who had constructed several architect-designed houses on the Mornington Peninsula, including Roy Grounds' Henty House at 581 Nepean Highway, Frankston (1953) and Robin Boyd's house designed for Kenneth Myer at Davey's Bay (1957) (Heritage Alliance & Built Heritage 2019:297). Echberg is known to have built more than 500 dwellings on the Mornington Peninsula, including 'Long Island', Frankston (Butler et al. 1995:43).

In November 1958, the new brick veneer flats were advertised for sale at 5 Gould Street, each with two bedrooms, a lounge, kitchen, a carport and separate yard (Age, 22 Nov 1958:43). The flats were sold individually from April 1959 to 1962 (LV:V3109/F743).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians

Description

The group of six detached flats at 5 Gould Street, Frankston occupies a rectangular site on Long Island, to the north of Frankston's Metropolitan Activity Centre. The site is located in close proximity to the junction of Gould Street and Nepean Highway, which forms the northern extent of Long Island, and the northern boundary directly abuts the Kananook Creek's western bank. Constructed in 1958, the flats display characteristics of the Postwar Modernist style.

The flats are rectilinear in both plan and elevation. Three flats are arranged along the north boundary and three along the south. An asphalt driveway forms a central axis to the site from which the units are offset 45 degrees. Single-vehicle carports are located to the east of each unit, and private courtyards are provided at the rear.

The flats are modestly scaled, simply detailed, and remain largely identical in presentation. They comprise single-storey masonry structures with thinly-profiled flat metal roofs with projecting eaves on exposed rafter ends. The walls are overpainted brick, with alternate courses offset slightly to create horizontal banding with shadowlines. Principal elevations have multi-paned timber-framed feature windows, with timber-framed sash windows elsewhere. Each entry is formed by offsetting part of the principal elevation and is marked by a crazy stone paving threshold. Small curved garden beds are adjacent to the entry.

Additions and alterations appear to be very minor and are limited to overpainting and/or erection of pergola-type structures to the rear courtyards.



Figure 3. Aerial view showing the subject site, with Gould Street to the west and Kananook Creek to the east. (Source: Nearmap, dated December 2019).



Figure 4. Looking east from Gould Street along common driveway.



Figure 5. Looking northeast from driveway entry to the flats on the north side of the site.

Integrity/Intactness

The flats at 5 Gould Street retain a high degree of integrity in fabric, form and detail to their 1958 construction. While the two rear flats (of a different form to the others) have been demolished, the complex remains highly intact and can be readily understood and appreciated as a Postwar Modernist suburban flat development.

Comparisons

5 Gould Street is a representative example of a Postwar Modernist suburban flat development in the Frankston City Council.

A large number of post-war houses, designed in the Modernist architectural style, remain in the municipality. Examples of these in the Heritage Overlay of the Frankston Planning Scheme include a number that were identified as part of the *Frankston City Post-War Modernist Heritage Study, Stages 1 and 2* (2012 and 2014). Examples include:

- 58 Baden Powell Drive, Frankston South (HO61) (Chancellor & Patrick, c1963)
- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (Roy Grounds, 1949)
- 7 Bunangib Court, Frankston (HO12) (1958)
- 4 Fenton Crescent, Frankston South (HO63) (Kevin Borland, 1977)
- Somersby, 30 Gould Street, Frankston (HO64) (Chancellor & Patrick, 1956)
- Tarraleah, 95 Gould Street, Frankston (HO65) (Ian Banner, 1960)
- Stern House, 110 Gould Street, Frankston (HO66) (Chancellor & Patrick, 1958)
- Chancellor House, 1 Gulls Way, Frankston (HO18) (Chancellor & Patrick, c1954)
- Polperro, 6 Gulls Way, Frankston South (HO67) (Chancellor & Patrick, 1958)
- Tilba Tilba, 14 Gulls Ways, Frankston (HO19) (Chancellor & Patrick, 1956)
- 6 Handley Court, Frankston (HO20) (Chancellor & Patrick, 1961)
- 8 Harcourt Avenue, Frankston South (HO68) (Chancellor & Patrick, c1960-61)
- 6 Hillside Grove, Frankston (HO21) (Chancellor & Patrick, 1958)
- 8 Karina Street, Frankston South (HO70) (Ian Banner, 1967)
- Gas Project House, 149 Karingal Drive, Frankston (HO71) (David Dalrymple, 1966)
- Former McClune House, 18 Marcus Road, Frankston South (HO57) (Robin Boyd)
- Kahala, 644 Nepean Highway, Frankston South (HO72) (Robin Boyd, 1966)
- Ael-y-brun, 648 Nepean Highway, Frankston South (HO73) (Rhys Hopkins, 1949)

- Houston House, 675 Nepean Highway (HO27) (Chancellor & Patrick, 1959, 1978)
- 19 Thames Street, Frankston South (HO75) (Chancellor & Patrick, c1956)
- 49 Warringa Road, Frankston South (HO76) (c1970)
- Angliss House, 8 Yamala Drive, Frankston (HO32) Perrott Lyon Timlock & Kesa, 1961)

These examples are substantial individual dwellings, the majority of which are architect-designed. In contrast, the flats at 5 Gould Street are representative of another common post-war building typology, that of the owner-builder variety, which represents an important phase in the post-war development of Frankston when suburban development was largely focused on lower-cost housing that could be accessed by those on moderate incomes. This phase in Frankston's development is under-represented in the Heritage Overlay and there are currently no examples of owner-builder Postwar Modernist houses in the Heritage Overlay.

While large numbers of this typology remain in the municipality, the flats at 5 Gould Street are notable for their high level of integrity to their period of construction, which allows them to more clearly demonstrate the characteristics of owner-builder Postwar Modernist houses constructed in the Frankston City Council than other examples of this typology.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The flats at 5 Gould Street are illustrative of post-war suburban development in the Frankston City Council when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The flats are associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

The flats at 5 Gould Street are a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the municipality. The flats display typical features of small-scale Modernist houses from this period in Frankston and across Victoria more broadly, including asymmetrical composition, flat roofs with broad eaves, exposed timber rafters, simple angular floorplates and crazy paving detail.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 6 below.



Figure 6. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)

References

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Heritage Alliance & Built Heritage (2019), *Mornington Peninsula Heritage Review, Area 3, Volume 2 – Citations*.

Landata Victoria (LV), Certificates of Title and Plans, as cited.

The Age.

The Argus.

Flats, 5 Gould Street – Statement of Significance, August 2020

Heritage place: Flats, 5 Gould Street, Frankston

PS ref no.: HO TBC



What is significant?

The flats at 5 Gould Street, Frankston, constructed c1958.

Elements that contribute to the significance of the place include (but are not limited to):

- The form, materials and detailing from the flats' 1958 period of construction, including their simple asymmetrical composition, flat roof forms with broad eaves, and crazy paving detail.
- The flats' high level of integrity to their original design.

Later alterations and additions, including rear shade structures are not significant.

How is it significant?

The flats at 5 Gould Street, Frankston are of local historical and architectural (representative) significance to the Frankston City Council.

Why is it significant?

The flats at 5 Gould Street are illustrative of post-war suburban development in the Frankston City Council when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The flats are associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston (Criterion A).

The flats at 5 Gould Street are a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the municipality. The flats display typical features of small-scale Modernist houses from this period in Frankston and across Victoria more broadly, including asymmetrical composition, flat roofs with broad eaves, exposed timber rafters, simple angular floorplates and crazy paving detail (Criterion D).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

Draft



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METHODIST CHURCH (FORMER) 24-26 HIGH STREET, FRANKSTON



Figure 1. Church, 24-26 High Street, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

METHODIST CHURCH (FORMER)

Other names: Frankston Uniting Church, Wesley Uniting Church

24-26 HIGH STREET, FRANKSTON

Place type: Church complex	Architect: Bates Smart McCutcheon
Construction Date: 1968-69	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: Refer to the plan at Figure 13.

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetteer* in 1865 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of

holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria and the State Library of Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

The Wesleyans of Frankston worshipped in a small timber church from the 1860s, before a brick church was constructed in 1887 at the subject site (Draper, 2000:23; Bradbury 1995:21). In 1961, the subject site comprised the 1887 church, a hall, parsonage and kindergarten.

The existing church was designed in 1968-69 by prominent architects Bates Smart McCutcheon, to serve as a Methodist Church (Figure 2 – Figure 7). Osborn McCutcheon was a parishioner of the Frankston Church and had been involved prior in the 1953 works to the earlier kindergarten (Goad 2004, 198).

The church design was described as a 'restrained cubic composition of split-face concrete brick but with an interior where reinforced concrete columns and beams spanned 13 metres to provide a broad unbroken floor space' (Goad 2004: 198). The interior walls were also finished with split-face concrete brick (Goad 2004:193).

The stone retaining wall to the High Street boundary appears to be contemporary to the church. The church became the Frankston Uniting Church in 1977, and by the mid-1980s served as the Wesley Uniting Church (FCC BP).

A plan of the site dated 1985 shows a footprint of the church at this date (Figure 8). A later building was constructed directly south of the church (evident in aerial photos in 2020).

Bates Smart & McCutcheon, church architects

Bates Smart & McCutcheon (BSM) was formed in 1926 when Osborn McCutcheon joined in partnership with E A Bates and C P Smart, expanding the existing practice of Bates & Smart. The firm is one of the oldest in Australia, having grown out of the original firm of Reed & Barnes. BSM has a vast history in residential, commercial, educational, hospital and ecclesiastical design (Goad 2012:72-3).

In the late 1950s BSM were Australia's experts in high-rise office building design and by the late 1960s they were one of the largest practices in the country.

Ecclesiastical architecture had long been an intrinsic part of the firm's work (Goad 2004:192; Goad 2012:72-73). BSM received the RVIA Street Architectural Medal for the Moderne design of the Second Church of Christ Scientist at Cookson Street, Camberwell (1936-7). In the 1960s the firm are known to have designed the Uniting Church at Ashburn Grove, Ashburton (1961), the Uniting Church Complex, 321-323 Lower Heidelberg Road, Ivanhoe East (1961), St Joseph's Parish Church at Quarry Hill, Bendigo (1964; not confirmed if still remains) and the Methodist Church at High Street, Frankston (1968-69).

The firm continues to practice in 2020 as Bates Smart.



Figure 2. The church in 1970 (NLA, Wolfgang Sievers, photographer, obj- 161260523).

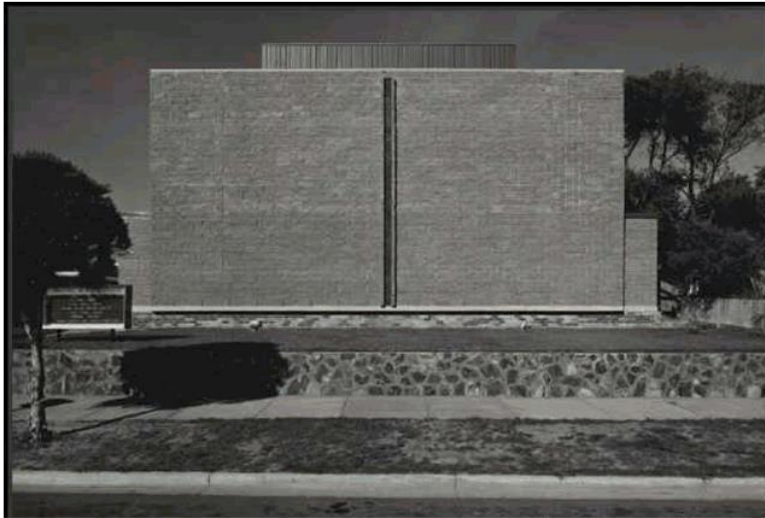


Figure 3. North elevation (façade) of the church in 1970 (NLA, Wolfgang Sievers, photographer, obj-161261003).



Figure 4. North and east elevations of the church, c1970 (SLV, Peter Wille, photographer, Image H91.244/310).

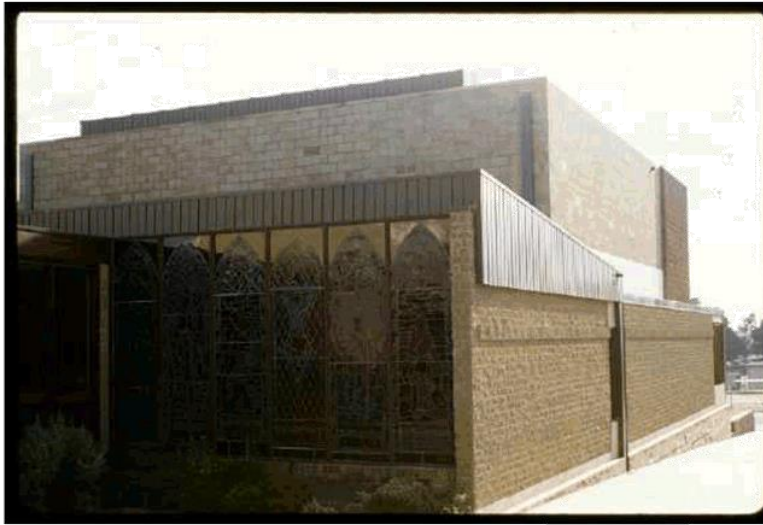


Figure 5. The southern section (rear) of the church c1970 (SLV, Peter Wille, photographer, Image H91.244/312).



Figure 6. Looking south at the southern section (rear) of the church and hall in 1970 (NLA, Wolfgang Sievers, photographer, obj-161260765).



Figure 7. Southern section of the church in 1970 (NLA, Wolfgang Sievers, photographer, obj-160588059).

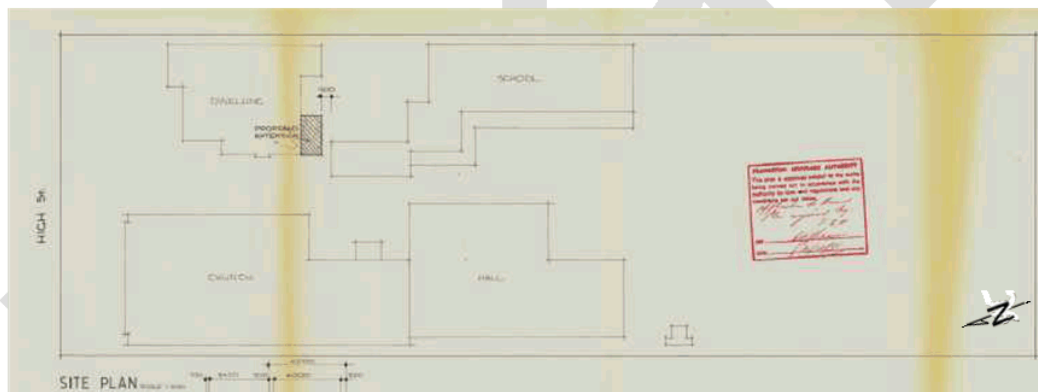


Figure 8. Site plan of the property dated 1985 (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 8 Building community life
 - 8.1 Maintaining spiritual life

Description

The Former Methodist Church at 24-26 High Street is located opposite the Frankston Oval and in close proximity to the Frankston foreshore, cultural institutions and other churches. The church occupies the north-west corner of a long site which extends from High Street through to Nolan Street at the rear and a random stone-faced retaining wall lines the High Street boundary (Figure 9). A parsonage is located to the south of the church and kindergarten and hall to the rear of the church. Constructed in the post-war period, the church

displays characteristics of the Postwar Modernist style, including bold symmetrical massing, a restrained geometric composition, and the use of materials such as concrete blocks and structural concrete columns and beams.

Raised above street level, the church presents as a restrained double-height cuboid form flanked by single storey sections which line the side elevations. The building is a reinforced concrete column and beam structure and walls are of buff-coloured split-faced concrete bricks. A flat metal deck roof is concealed behind a shallow and overflashed parapet. The stark principal (north) elevation is relieved by a strip of dark mosaic tiling, which creates a central vertical element that extends the full height of the elevation. Glazing is limited to the projecting side wings. A skylight – projecting above the roof level at the northern end to be viewed as part of the composition of the front elevation – illuminates the altar internally, and a similar skylight is located at the southern end of the roof.

Additions and alterations include the extensive redevelopment of the hall immediately to the church's rear (south) elevation.



Figure 9. Aerial view of the church complex – church highlighted by red circle (Source: Nearmap, dated December 2019).



Figure 10. Looking west to the eastern elevation of the church.



Figure 11. North elevation of church



Figure 12. Eastern elevation

Integrity/Intactness

The Former Methodist Church at 24-26 High Street retains a high degree of integrity in fabric, form and detail. The church building remains highly intact to its period of construction and can be readily understood and appreciated as a post-war church designed in a Modernist manner.

Comparisons

The Former Methodist Church, constructed in 1968-69, is of note as an intact and distinctive example of a church constructed in the Frankston City Council in the post-war period. It is one of a small number of churches, of various denominations, constructed in a Modernist architectural style within the municipality.

A number of churches are included in the Heritage Overlay of the Frankston Planning Scheme on an individual basis, including:

- St Thomas Anglican Church, 185 North Road, Langwarrin, 1963 (HO42) (Wiston Widows and David Caldwell)
- St Anne's Catholic Church, 84 Austin Road, Seaford, 1982 (HO43) (Denis Payne)
- St Paul's Anglican Church, 1 High Street, Frankston, 1933, 1959 reconstruction (HO47) (Louis Williams)
- St Francis Xavier Church, 60 Davey Street, Frankston, 1954 (HO51) (Alan G Robertson)
- St Andrew's Uniting Church, 16-18 High Street, Frankston, 1958 (HO52) (John Walinga).

The Former Methodist Church retains a high degree of integrity and clearly demonstrates its use as a church. The building, designed by Bates Smart McCutcheon, is directly comparable to other post-war churches in the municipality, as listed above, and displays a range of similar characteristics to St Francis Xavier Church and St Andrew's Uniting Church in its adoption of the Modernist architectural style and its use of masonry construction.

One example of a Bates Smart McCutcheon-designed building is currently included in the Heritage Overlay of the Frankston Planning Scheme – St Mirins, 140 Golf Links Road, Baxter (HO3). A substantial property comprising an American Georgian Revival-style mansion, constructed in 1934, and extensive gardens, St Mirin's is representative of the firm's substantial residential output in the interwar period. Comparatively, the Former Methodist Church is a distinctive example of the Modernist architectural style that characterised the firm in the post-war period.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion E: Importance in demonstrating particular aesthetic characteristics

The Former Methodist Church is a distinctive and highly intact example of a post-war church designed in an austere Modernist architectural style. Designed by renowned Melbourne-based architectural firm, Bates Smart McCutcheon, the church demonstrates key characteristics of this architectural style including bold symmetrical massing, a restrained geometric composition, and the use of materials such as concrete blocks and structural concrete columns.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history

The Former Methodist Church has strong associations with Bates Smart McCutcheon, one of Melbourne's leading architectural practices and one of the oldest in Australia. Established in 1853 by Joseph Reed, the

practice has been involved in a substantial number of church designs in Victoria from the mid-nineteenth century. The Former Methodist Church at Frankston demonstrates the firm's adoption of Modernist principles in the post-war period through the application of new forms, materials and structural techniques to a traditional building typology. It is a distinctive example of Bates Smart McCutcheon's ecclesiastical work and demonstrates the firm's long and enduring association with the Methodist Church.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – High Street retaining wall
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the High Street boundary to the north, the title boundary to the west and to a distance of 5m from the outermost face of the building to the east and south, as shown in Figure 13 below.



Figure 13. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 20 August 2020)



References

Bradbury, Ruth M (1995), *Frankston Pioneers, the McComb Family*, Campbell [ACT].

Draper, Patricia (2000), *Frankston Timeline, A Chronology to 1950*.

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit Nos. 10173, BS-1913, BS-48585, BS-51184.

Goad, Philip (2004), 'Moderate Modernism 1945-77', in Philip Goad's [Ed.] *Bates Smart, 150 Years of Australian Architecture*, Fishermans Bend [Vic.].

Goad, Philip (2012), 'Bates Smart & McCutcheon' in Philip Goad & Julie Willis's (Eds.) (2012), *The Encyclopedia of Australian Architecture*, Port Melbourne.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

National Library of Australia (NLA), images and photographers as cited.

State Library of Victoria (SLV), picture collection, images and photographers as cited.

The Argus.

Methodist Church (Former) – Statement of Significance, August 2020

Heritage place: Methodist Church (Former), 24-26
High Street, Frankston

PS ref no.: HO TBC



What is significant?

The Methodist Church (former) at 24-26 High Street, Frankston.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its post-war period of construction, including its restrained cuboid form, austere façades of buff-coloured split-faced concrete, simple mosaic detail to the front facade and flat roof with raised skylights.
- The building's high level of integrity to its original design.
- The retaining wall along the street frontage clad in dark random stonework.

The surrounding buildings are not significant.

How is it significant?

The Methodist Church (former) is of local aesthetic and associative significance to the Frankston City Council.

Why is it significant?

The Former Methodist Church is a distinctive and highly intact example of a post-war church designed in an austere Modernist architectural style. Designed by renowned Melbourne-based architectural firm, Bates Smart McCutcheon, the church demonstrates key characteristics of this architectural style including bold symmetrical massing, a restrained geometric composition, and the use of materials such as concrete blocks and structural concrete columns (Criterion E).

The Former Methodist Church has strong associations with Bates Smart McCutcheon, one of Melbourne's leading architectural practices and one of the oldest in Australia. Established in 1853 by Joseph Reed, the practice has been involved in a substantial number of church designs in Victoria from the mid-nineteenth century. The Former Methodist Church at Frankston demonstrates the firm's adoption of Modernist principles in the post-war period through the application of new forms, materials and structural techniques to a traditional building typology. It is a distinctive example of Bates Smart McCutcheon's ecclesiastical work and demonstrates the firm's long and enduring association with the Methodist Church (Criterion H).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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CORA LYNN

10 LEWIS STREET, FRANKSTON



Figure 1. Cora Lynn, 10 Lewis Street, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

CORA LYNN

10 LEWIS STREET, FRANKSTON

Place type: House	Architect: Not known
Construction Date: c.1880-90	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 9).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 as

A postal fishing village, beautifully situated at the mouth of the Tangeonong 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

The Frankston Railway Station Estate was subdivided by landholder James R Petrie (St Kilda wood and coal dealer), with lots advertised for sale from 1885 (*Argus*, 10 Oct 1885:17). The subdivision was bound by Beach Street and Dandenong Road East, and formed Lewis, Petrie, Erskine and David streets (Figure 2) (LV:V2980/977). James Raeburn Petrie built the Prince of Wales Hotel in Frankston and was part of a prominent family in the district (Bennett, 1997:40).

Previous studies suggest that a house and stables were constructed for Petrie in this location in the late 1880s (Butler et al. 1995:90-91).

Petrie retained ownership of the current 8 and 10 Lewis Street (Lots 68 and 69) of the subdivision. In February 1888, J R Petrie advertised a furnished six-roomed brick villa to let in Frankston (*Age*, 3 Feb 1888:8), while newspapers in 1899 and 1902 referred to J Petrie's house as 'Cora Lynn' of Frankston (*Weekly Times*, 13 May 1899:19; *Mornington Standard*, 22 Feb 1902:2).

Following the death of Petrie in December 1903, his holdings, including the six-roomed brick villa erected on Lot 68 (current 10 Lewis Street), were transferred in February 1904 to his son, David Henry Petrie, Frankston storekeeper (LV:V2394/F739; James R Petrie probate). One month later in March 1904, David Petrie sold the remaining unsold lots of the subdivision (including Lots 68 and 69; the current 8 and 10 Lewis Street) to James Bryden Stevenson, St Kilda gentleman, who continued to on-sell lots (LV:V2980/977).

The current 8 and 10 Lewis Street (Lots 68 and 69) were sold to Frederick George Morgan, North Melbourne warehouseman in May 1906 (LV:V3124/F698). In October 1921, the land, house and furniture of 'Cora Lynn' at Lewis Street, Frankston was advertised for sale by auction in the *Frankston and Somerville Standard* (7 Oct 1921:1). The advertisement noted that the land would be sold in four lots, with the brick house described as having six large rooms, a wash house, two-stall stable, and a coach house and store room (not confirmed if one of these is the outbuilding that remains in 2020).

In October 1922, John Tomlin purchased the property (8 and 10 Lewis Street). Following Tomlin's death in August 1927, probate was granted to William Weigall, Melbourne solicitor, who held the property in trust until the two lots were sold separately in 1945 and 1956. 10 Lewis Street (Lot 68) was sold to Mabel Kleinsmith in September 1956 (LV:V3124/F698). Subsequent owners included Stanley Fisher from December 1956, Martin Fisher from 1986, Richard Price and Gillian Nesbitt from 1988 and Ian Ward from 1992 (LV:V8131/F511; V8135/V869).

By 1995 the verandah floor had been replaced with concrete (Figure 3) (Butler et al. 1995:91). In 2020 the verandah is under repair, with the posts and iron lacework removed. A large addition was constructed off the rear (east) elevation (date not known).

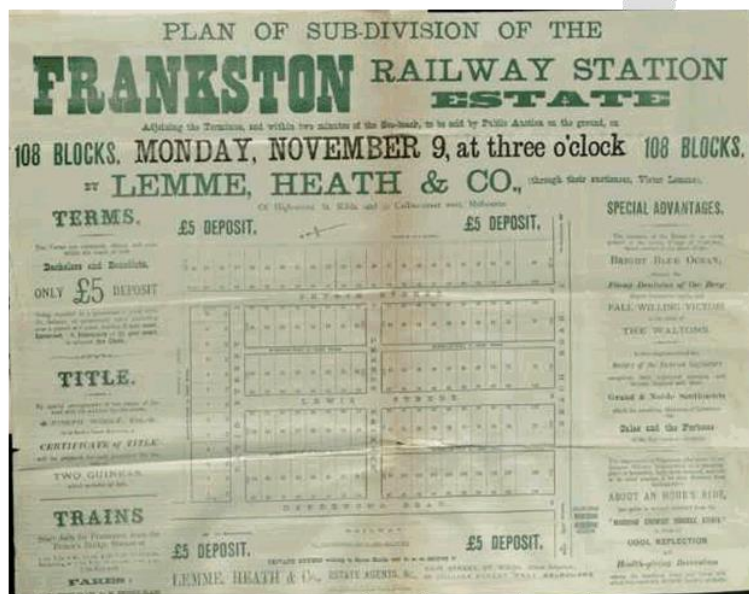


Figure 2. An auction notice for the Frankston Railway Station Estate dated c1886 (SLV, Image cd000664).

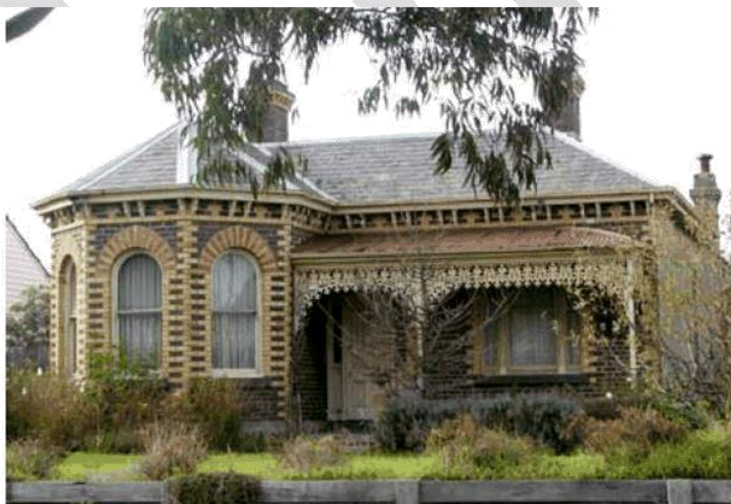


Figure 3. Cora Lynn in c1995 (Butler et al. 1995, photo via Victorian Heritage Database).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

The house at 10 Lewis Street is located to the east of the Frankston Railway Line, in close proximity to Frankston's Metropolitan Activity Centre. It is centrally located on a rectangular block on the east side of Lewis Street. Constructed in the Victorian period, the house displays characteristics of the Italianate style.

The house is approximately square in plan, with a projecting faceted bay to the west (principal) elevation and a substantial later addition to the rear (east). It is a single-storey brick building with a hipped roof and asymmetrical front elevation. The visible roofs to the north, west and south are clad with slate and the concealed roofs are clad with corrugated metal sheet. Two chimneys have decorative polychromatic brick corbel detailing.

The walls are of decorative polychromatic brickwork, set on a rendered plinth. The verandah to the principal (west) elevation has a convex roof that may be original, however the verandah floor and posts have been removed at the time of the preparation of this citation. The projecting bay contains arch-headed double-hung windows with highly decorative polychromatic brick surrounds and the tripartite window set under the verandah features mullions with spiral detailing and narrow sidelights. All windows have bluestone sills. The central four-panel front door has sidelights and a three-piece fanlight.

The later additions to the rear (east) of the house are not visible from Lewis Street, but appear to comprise a single-storey L-shaped volume with a skillion roof clad in sheet metal. A detached outbuilding with a gable roof is located to the northeast of the dwelling.



Figure 4. Aerial view of Cora Lynn at 10 Lewis Street, Frankston (Source: Nearmap, dated December 2019).



Figure 5. Looking east to 10 Lewis Street.



Figure 6. Principle (west) elevation of Cora Lynn at 10 Lewis Street, Frankston.



Figure 7. Oblique view to Cora Lynn from Lewis Street.



Figure 8. View up the driveway to Cora Lynn, looking approximately northeast.

Integrity/Intactness

Cora Lynn retains a high degree of integrity to the Victorian period in fabric, form and detail. While the building has undergone some alterations, including the removal of the cast-iron verandah detailing and additions to the rear, these do not diminish the ability to understand and appreciate the place as a representative example of a Victorian Italianate residence.

Comparisons

The house, Cora Lynn, at 10 Lewis Street is of note as a highly intact example of a Victorian Italianate residence in the Frankston City Council.

Cora Lynn has few comparators in the municipality and only one example of a Victorian dwelling is currently included in the Heritage Overlay of the Frankston Planning Scheme – 6 Petrie Street, Frankston (HO58). The house at 6 Petrie Street, Frankston (HO58) is a single-storey brick dwelling, also constructed in 1887-88 by James Raeburn Petrie. The house is a fine and highly intact example of a late nineteenth century Victorian residence and displays characteristics typical of the Victorian Italianate style including a symmetrical composition, polychromatic brickwork, concave post-supported verandah with cast-iron decorative frieze, hipped roofs, and prominent chimneys.

Cora Lynn similarly retains a high degree of integrity to clearly demonstrate the characteristics of a nineteenth century Victorian Italianate residence in the Frankston City Council. It is directly comparable to 6 Petrie Street and displays a range of similar characteristics including polychromatic brickwork, hipped roof and prominent chimneys. It displays additional characteristics that are typical of the Victorian Italianate style including a faceted bay with arch-headed openings, bracketed eaves and an asymmetrical composition.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Cora Lynn is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments

Cora Lynn is a fine and highly intact example of a Victorian Italianate residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its asymmetrical composition, faceted bay with arch-headed windows, bracketed eaves, hipped roofs, prominent chimneys and polychromatic brick work.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Cora Lynn is a well-considered and carefully detailed example of a Victorian Italianate house. The asymmetrical massing, with faceted bay with arch-headed windows, polychromatic brickwork, tall chimneys, bracketed eaves and garden setting present a picturesque composition of this architectural style.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 9.

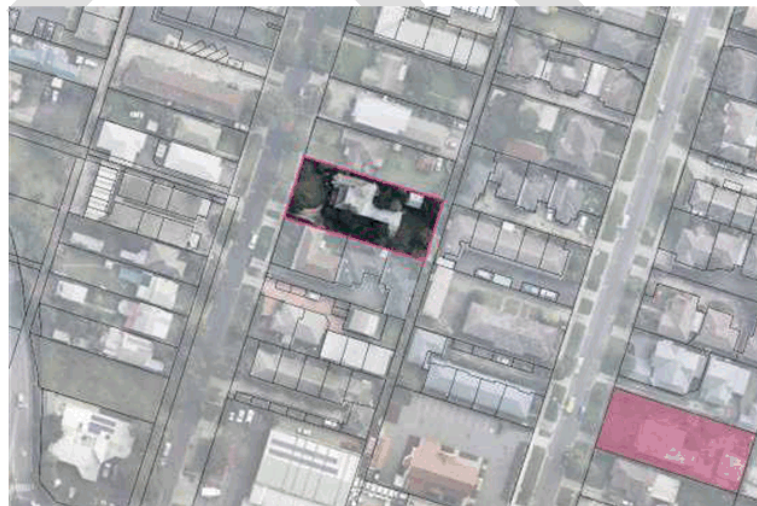


Figure 9. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 20 August 2020)

KEY	
	EXISTING HERITAGE OVERLAY (HO)
	PROPOSED HO EXTENT

References

Bennett, Bruce (1997), *The old general store : a history of the general stores and post offices on the Frankston and Flinders Road, Western Port*, Hawthorn, [Vic.]

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Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

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Mornington Standard.

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The Argus.

Weekly Times [Melbourne, Vic.]

Cora Lynn – Statement of Significance, August 2020

Heritage place: 10 Lewis Street, Frankston

PS ref no.: HO TBC



What is significant?

Cora Lynn at 10 Lewis Street, Frankston.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its Victorian era period of construction, including its asymmetrical form, polychromatic brickwork, faceted bay, bracketed eaves, hipped roof and prominent chimneys.
- The building's high level of integrity to its original design.

The later additions at the rear of the residence, outbuildings and the current form of the verandah are not significant.

How is it significant?

Cora Lynn is of local historical, architectural (representative) and aesthetic significance to the Frankston City Council.

Why is it significant?

Cora Lynn is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township (Criterion A).

Cora Lynn is a fine and highly intact example of a Victorian Italianate residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its asymmetrical composition, faceted bay with

arch-headed windows, bracketed eaves, hipped roofs, prominent chimneys and polychromatic brick work (Criterion D).

Cora Lynn is a well-considered and carefully detailed example of a Victorian Italianate house. The asymmetrical massing, with faceted bay with arch-headed windows, polychromatic brickwork, tall chimneys, bracketed eaves and garden setting present a picturesque composition of this architectural style (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

Draft



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COLONIAL BANK OF AUSTRALASIA (FORMER) 473 NEPEAN HIGHWAY, FRANKSTON



Figure 1. Colonial Bank of Australasia (former) at 473 Nepean Highway, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

COLONIAL BANK OF AUSTRALASIA (FORMER)**473 NEPEAN HIGHWAY, FRANKSTON****Other names:** State Savings Bank, Wheeler's Pharmacy

Place type: Bank, Shop	Architect: George Jobbins
Construction Date: c1889	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 15).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

The first bank established in Frankston was the Colonial Bank, which opened in 1881 on Bay Street (now Nepean Highway; exact location not confirmed) (Draper, 2000:20). New premises were constructed for the bank at the subject site, later that decade.

In October 1888, architect George Jobbins of Melbourne called for tenders for the 'erection of new premises, Frankston, for the Colonial Bank of Australasia' (*Argus*, 19 Oct 1888:15). A photo dated c1890 (Figure 2) shows the new corner building. Lettering under the first floor cornice, facing Bay Street (now Nepean Highway), appears to read 'The Colonial Bank of Australasia'.



Figure 2. Detail of a photo dated c1890. The name 'The Colonial Bank of Australasia' is legible under the cornice (Folle, 2018:2).



Figure 3. Detail of a photo of Bay Street, Frankston, dated c1910 (Folle, 2018:16).

By c1912, the building served as the State Savings Bank, the name evident on a photo dated c1912 (Figure 4). The building later served as a chemist. A photo dated c1922 shows the Bay Street (Nepean Highway) elevation, with advertising under the cornices reading 'Kodak goods sold here', 'chemist' and 'Wheeler's cash pharmacy' (Figure 5). Local advertisements for P. [Philip] Wheeler's chemist in this location were found to date from 1915 (*Mornington Standard*, 16 Jan 1915:2). A photo dated c1930s shows the building continuing to serve as a chemist, now with a verandah to both elevations. Legible signs read 'The Frankston Pharmacy', 'P. Wheeler', 'Chemist' and 'Kodak goods sold here' (Figure 6).



Figure 4. Detail of a photo of Bay Street, Frankston, dated c1912. The words 'The State Savings Bank' are legible below the ground floor cornice, facing Bay Street (Nepean Highway) (Folle, 2018:55).



Figure 5. The corner shop c1922, serving as a pharmacy (Folle, 2018:74).



Figure 6. Photo of the corner shop dated c1930s, with a verandah (Jones, 1989:160).

A single-storey shop extension fronting Playne Street was built after c1930.

Following Wheeler's death, the building at 'Frankston's Most Prominent Shopping corner' was advertised for sale by auction in *The Age* in 1954 (21 Aug 1954:31). The land was described with 120ft (36.6m) to Playne Street and just over 33ft (10m) to Bay Street (Nepean Highway) (matching the current extent of no. 473). The advertisement noted that 'the buildings consist of a two-story brick shop and dwelling of 5 rooms on the corner and a lock-up shop (convertible into 2 lock-up shops), in Playne Street' (*Age*, 21 Aug 1954:31).

In 1990-91 works were carried out to the two-storey building and the single-storey shop extension along Playne Street (Figure 7 - Figure 10). Works to the two-storey building included the removal of metal cladding which extended across the upper floor of both elevations, the removal of bricks from the two arched openings (first floor), and the installation of a new glazed door to the corner and new shopfront windows at ground level. Works to the single-storey section included new shopfronts to the existing openings (since altered) and a single-storey addition to the rear (FCC BP).

The shopfronts have been further altered since the 1990-91 works. In 2020 all buildings are vacant.

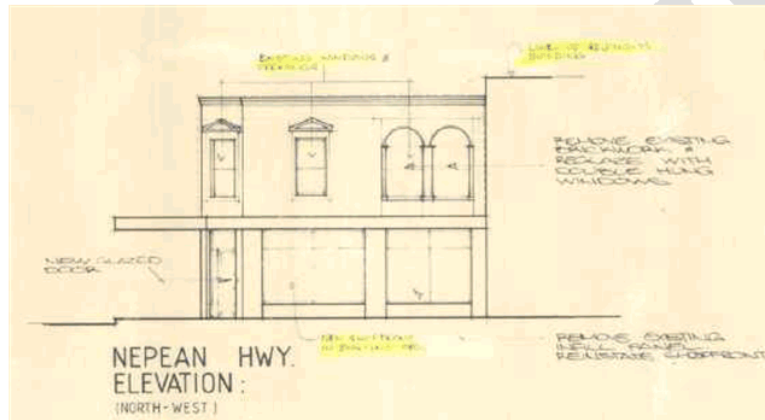


Figure 7. Drawings dating to 1990, showing proposed works. Annotations note the installation of a new glazed door to the corner, a 'new shopfront' to the existing opening on the left, and the reinstatement of a shopfront on the right. At the first floor, the two arched openings were to have brickwork removed and be reglazed with double-hung windows (FCC BP).

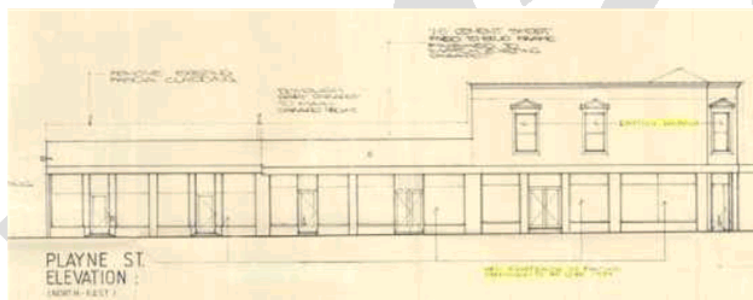


Figure 8. Drawings dating to 1990, showing proposed works. Annotations note the removal of the existing metal cladding/parapet from the parapet and first floor, and at ground level, the installation of new shopfronts (since altered) (FCC PB).

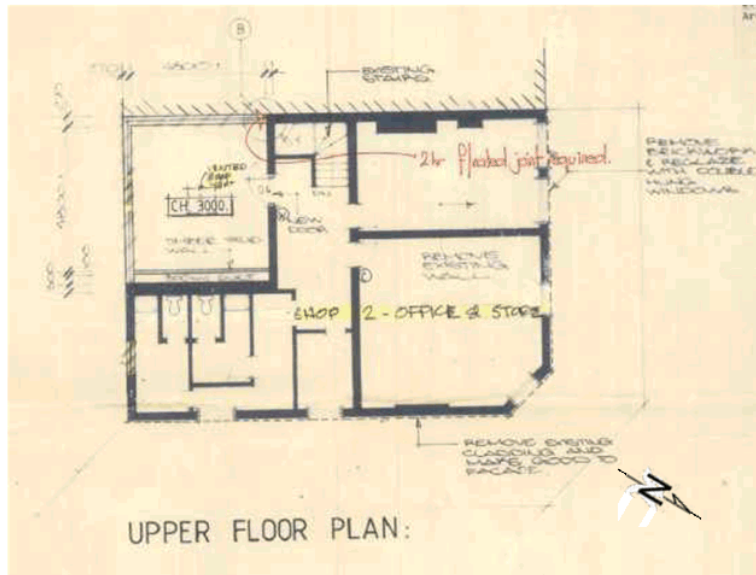


Figure 9. Drawings dating to the 1990 works, showing the two-storey corner building. Annotations note the removal of the existing cladding to both elevations and making good the façade, and the removal of the brickwork from the two arched openings (FCC BP).

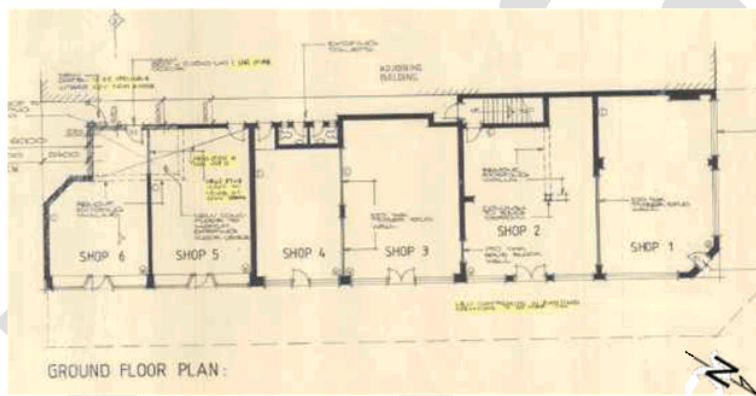


Figure 10. Drawings dating to 1990, showing the proposed works. Annotations note an existing canopy over the footpath and proposed 'new shopfronts in existing openings' to the six shops (since altered) (FCC BP).

George Jobbins, architect and surveyor

George Jobbins (1842-1924) was born in London and arrived in Victoria in 1849. He was articled to prominent Melbourne architect Lloyd Tayler before going to Queensland where he worked for the Railway Department. He returned to Victoria in 1871 and commenced practice as an architect and surveyor in Warrnambool. In 1880 Jobbins began practice in Melbourne. He designed a number of branches for the Colonial Bank of Australasia in the 1870s and 1880s, in Melbourne and regional Victoria. He also designed for the National Bank and the Bank of Victoria (Sutherland 1888:521). Jobbins is also known to have designed houses and hotels.

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 5 Building Victoria's industries and workforce
 - 5.5 Banking and finance

Description

The commercial building at 473 Nepean Highway occupies a prominent corner site at the intersection of Playne Street and Nepean Highway in Frankston's Metropolitan Activity Centre. Constructed c1889, the building displays characteristics of the Victorian style. Built to the street frontage, it is a two-storey masonry structure with a hipped roof clad in corrugated sheet metal concealed behind a parapet. The corner is splayed, providing a prominent corner entry. The walls are finished in a smooth render. The upper storey retains detailing that dates to the building's original construction, including:

- Five timber-framed sash windows with aedicule surrounds (two to Playne Street, two to Nepean Highway and one to the splayed corner)
- Simple niche to the Playne Street elevation
- Pilasters with flutes and Corinthian capitals
- Decorative string mouldings and deep cornice
- Loggia to the Nepean Highway elevation with two arched openings with moulded surrounds separated by a Corinthian column (with recessed sash window)
- Parapet with deep cornice.

A later single-storey glazed addition extends to the east. The canopy (also a later addition) is suspended from the upper storey and wraps around the corner.

Fragments of original openings at ground level (e.g. the imprint of voussoirs) may be concealed by later accretions. The building has undergone substantial change at ground level, including:

- enlargement of windows and doors;
- replacement or concealment of original stone or ashlar wall finish with cement render;
- removal of string mouldings;
- construction of suspended canopy.

The chimneys have also been removed, as well as other detail such as the urns and lettering to the frieze.



Figure 11. Aerial view showing the subject site at the intersection of Nepean Highway and Playne Street. (Source: Nearmap, dated December 2019).



Figure 12. Looking southeast to the subject site from the opposite corner of the intersection of Nepean Highway and Playne Street.



Figure 13. West elevation of the subject site, showing intact detailing to upper level and later canopy and modifications to the lower level.



Figure 14. North elevation of subject site, showing intact detailing to upper level and the junction with later additions to the east (at left).

Integrity/Intactness

The building retains a high degree of integrity to the Victorian period in fabric, form and detail at first floor level. While the building has undergone alterations, predominantly at the ground level, these do not diminish

the ability to understand and appreciate the place as a finely detailed example of a Victorian commercial building.

Comparisons

The former Colonial Bank of Australasia building is of note as an intact and finely detailed example of a Victorian commercial premises in the Frankston City Council.

The building has few comparators in the municipality with no other Victorian-era commercial premises included in the Heritage Overlay of the Frankston Planning Scheme. A single-storey Victorian shop remains at 491-493 Nepean Highway. This building retains its original parapet but has otherwise been significantly altered through the removal of its original shopfront and introduction of a later awning. It is not included in the Heritage Overlay. Although the ground floor of the former Colonial Bank of Australasia building has been remodelled at ground level, its upper level remains highly intact to clearly demonstrate the characteristics of a Victorian commercial building in the Frankston City Council.

The former Colonial Bank of Australasia appears to be one of the few surviving examples of a Victorian commercial building in the municipality.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The two-storey former Colonial Bank of Australasia at 473 Nepean Highway, Frankston is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township.

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history

The former Colonial Bank of Australasia is one of the only remaining examples of a commercial building from the 1880s boom period in Frankston. Despite alterations at street-level, the building remains sufficiently intact to clearly demonstrate this rare surviving building type in the Frankston City Council.

Criterion E: Importance in demonstrating particular aesthetic characteristics

The former Colonial Bank of Australasia is a finely detailed example of a Victorian commercial building. Prominently located on a key intersection within the Frankston commercial district, the building displays features of the Victorian architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including highly detailed façades to both street frontages with repetitive upper floor fenestration, loggia, aedicule windows, pilasters, deep cornices, decorative parapet and splayed corner.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 15.



Figure 15. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)



References

Draper, Patricia (2000), *Frankston Timeline, A Chronology to 1950*.

Folle, Alfonso (2018), *Dust from unmade roads, Frankston*, Second Edition.

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit No. 58220.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

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The Age.

The Argus.

Colonial Bank of Australasia (Former) – Statement of Significance, August 2020

Heritage place: Colonial Bank of Australasia (Former), 473 Nepean Highway, Frankston

PS ref no.: HO TBC



What is significant?

The Colonial Bank of Australasia (Former) building at 473 Nepean Highway, Frankston, constructed c1889.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its c1889 period of construction, particularly the upper-level Victorian-era detailing including timber-framed sash windows with aedicule surrounds, niche, pilasters with flutes and Corinthian capitals, string mouldings, deep cornice, loggia and splayed corner.
- The building's high level of integrity to its original design, particularly at the upper-level.

Later alterations and additions, including the single-storey shops along Playne Street and the shopfront glazing and doors at ground-level, are not significant.

How is it significant?

The Colonial Bank of Australasia (Former) building is of local historical, rarity and aesthetic significance to the Frankston City Council.

Why is it significant?

The two-storey former Colonial Bank of Australasia building at 473 Nepean Highway, Frankston is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway

line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township (Criterion A).

The former Colonial Bank of Australasia is one of the only remaining examples of a commercial building from the 1880s boom period in the Frankston. Despite alterations at street-level, the building remains sufficiently intact to clearly demonstrate this rare surviving building type in the Frankston City Council (Criterion B).

The former Colonial Bank of Australasia is a finely detailed example of a Victorian commercial building. Prominently located on a key intersection within the Frankston commercial district, the building displays features of the Victorian architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including highly detailed façades to both street frontages with repetitive upper floor fenestration, loggia, aedicule windows, pilasters, deep cornices, decorative parapet and splayed corner (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020



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ASHBURNHAM

4 NOLAN STREET, FRANKSTON



Figure 1. Ashburnham, 4 Nolan Street, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

ASHBURNHAM

4 NOLAN STREET, FRANKSTON

Place type: House, Guest House	Architect: Not known
Construction Date: c1888	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 6).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetteer* in 1865 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

In October 1869, Benjamin Baxter of Frankston received the Crown Grant for Crown Allotment 2 on the corner of Nolan Street and Bay Street South (now the Esplanade). Baxter sold the land to Thomas H Davey, Frankston contractor, in May 1886 (LV:V362/F343).

In September 1887, Thomas Worcester, Melbourne contractor, and Cecilia Manning, 'wife of Cornelius Manning, Frankston house decorator' purchased Crown Allotment 2 (Section 8, Township of Frankston) (LV:V1943/F441). The pair subsequently acquired the adjacent land, Crown Allotment 3 in August 1887, and part of Crown Allotment 4 in April 1888 (LV:V1941/F003; LV:V2008/F460).

In November 1888, Mrs C Manning was addressed to 'Ashburnham, Frankston'. She was noted as the daughter of the late George Worcester, Esquire of Melbourne, and daughter-in-law of Captain John Manning of Lewisham, Kent (Age, 17 Nov 1888:5). In March 1889, Manning transferred her share of Crown Allotment 2, 3 and 4 to Thomas Worcester (LV:V1944/F441). Worcester consolidated his holdings on the corner of Nolan Street and the Esplanade (Crown Allotments 1, 2, 3 and part of 4), which comprised 'Ashburnham' on just over two acres in March 1889 (LV:V2127/F341).

An auction notice published in the *Mornington Standard* in 1897 (18 Nov 1897:2) noted that the possessions of Thomas Worcester of 'Ashburnham' at Nolan Street, Frankston were to be sold through auction as he was leaving the district. The two-acre property was sold to Emma Bell in November 1897, and then to Henry Hanton, fishmonger, in December 1909. Hanton's executors held the property from 1920, following his death in 1917 (LV:V2127/F341).

In 1922, a Miss Bates lodged a successful application for 'Ashburnham' to serve as a lodging house, comprising six rooms within the house and three bungalows (*Frankston and Somerville Standard*, 13 Sep 1922:1). In the 1930s, 'Ashburnham' on the Esplanade, Frankston, served as a guest house run by Mrs M Wilson (Earl et al. 1930; Age, 2 Jan 1940:11).

In 1941, additional land to the east was consolidated with the property (remainder of Crown Allotment 4 and part of Crown Allotment 5). The property was subdivided and on-sold in five individual lots between 1944 and 1950 (LV:V2127/F341). The corner lot (comprising the current 2, 4 and part of 6 Nolan Street) was sold to Norman and Flora Echberg in May 1950 (LV:V6535/F813). The Echbergs further subdivided the property, retaining the current 4 Nolan Street from 1954. Subsequent owners included Eric McLeod from 1955, Jane McLeod from 1975, Alan Hayes and Glenda Gleeson from 1983 and the Lords from 1986 (LV:V8150/F917; V7398/F430).

An addition was constructed off the east elevation of the house at some time after 1945. In 1990 the roof tiles of the house were replaced with Colourbond corrugated steel. The building permit drawings for this work also detailed a new verandah to the façade, also to be clad in Colourbond corrugated iron. The verandah on the west elevation (south of the projecting bay) was constructed in 2005, replacing an earlier verandah (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 5 Building Victoria's industries and workforce
 - 5.7 Catering for tourists
- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

The house at 4 Nolan Street is in close proximity to the foreshore to the south of Frankston's Metropolitan Activity Centre. The site is rectangular and elevated – overlooking the Esplanade, Nepean Highway and Port Philip Bay to the west. A brick retaining wall divides the front of the property into two parts – the front garden to the west and a lower grassed area fronting an addition to the east. Constructed in the Victorian period, the building displays characteristics of the Italianate style.

The house is rectangular in plan with projecting bays to the front and side elevations. The roof is hipped, with three large chimneys with cornice mouldings and semicircular fins. The roof has been reclad with modern corrugated steel.

The single-storey house is of rendered brick construction (overpainted), with quoining to the corners of the principal (north) asymmetrical elevation and rows of decorative consoles to the eaves. A projecting faceted side bay contains double-hung windows with simple moulded frames and the front panelled door has sidelights and a fanlight. The principal entry is accessed via a short stair and a recent verandah, which has replaced an original verandah in the same location.

Later additions include an extension to the rear (south) and a modest single-storey wing to the east. The latter, with skillion roof, extends the full length of the east elevation of the house.



Figure 2. Aerial view of 4 Nolan Street (at right) (Source: Nearmap, dated December 2019).



Figure 3. Looking south to the principal elevation of 4 Nolan Street.



Figure 4. Looking south to the principal elevation of 4 Nolan Street. Bungalow addition at left.



Figure 5. Looking southwest to the principal elevation of 4 Nolan Street, showing retaining bisecting the front garden, with bungalow addition to the left (east) of the house.

Integrity/Intactness

Ashburnham retains a high degree of integrity to the Victorian period in fabric, form and detail. While the building has undergone some alterations, including the addition of a single-storey element to the east, new verandah to the north elevation, and the replacement of the original slate roof with corrugated metal sheeting, these do not diminish the ability to understand and appreciate the place as a fine example of a Victorian Italianate residence.

Comparisons

Ashburnham is of note as a highly intact example of a Victorian Italianate residence in Frankston City Council.

Ashburnham has few comparators in the municipality and only one example of a Victorian residence is currently included in the Heritage Overlay of the Frankston Planning Scheme – 6 Petrie Street, Frankston (HO58). The house at 6 Petrie Street, Frankston (HO58) is a single-storey brick dwelling, constructed in 1887-88 by James Raeburn Petrie, a coal merchant from St Kilda. The house is a fine and highly intact example of a late nineteenth century Victorian residence and displays characteristics typical of the Victorian Italianate style including a symmetrical composition, polychromatic brickwork, concave post-supported verandah with cast-iron decorative frieze, hipped roofs, and prominent chimneys.

Ashburnham similarly retains a high degree of integrity to clearly demonstrate the characteristics of a nineteenth century Victorian residence in the City of Frankston. It is directly comparable to 6 Petrie Street and displays a range of similar characteristics including hipped roof, prominent chimneys, a faceted bay, bracketed eaves and asymmetrical composition.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Ashburnham is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

Ashburnham is a fine and highly intact example of a Victorian residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its asymmetrical composition, faceted bay, bracketed eaves, hipped roofs, prominent chimneys, and brick construction.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Ashburnham is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical massing, with faceted bay, tall chimneys, bracketed eaves, and elevated siting within a garden setting presents a picturesque composition of this architectural style.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 6.



Figure 6. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 20 August 2020)

References

Earl, A. L, H Garrod & Frankston Publicity & Tourist Committee (1930), *Frankston, the mecca of millions : the beach beautiful at Melbourne's door*, Frankston [Vic.].

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Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited above.

Mornington Standard.

The Age.

The Argus.

Ashburnham – Statement of Significance, August 2020

Heritage place: Ashburnham, 4 Nolan Street,
Frankston

PS ref no.: HO TBC



What is significant?

Ashburnham at 4 Nolan Street, Frankston.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its Victorian era period of construction, including its asymmetrical form, brick construction, faceted bay, bracketed eaves, hipped roof and prominent chimneys.
- The building's high level of integrity to its original design.

The addition to the east of the residence and the verandah and roofing materials are not significant.

How is it significant?

Ashburnham is of local historical, architectural (representative) and aesthetic significance to the Frankston City Council.

Why is it significant?

Ashburnham is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township (Criterion A).

Ashburnham is a fine and highly intact example of a Victorian residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its asymmetrical composition, faceted bay, bracketed eaves, hipped roofs, prominent chimneys, and masonry construction (Criterion D).

Ashburnham is a carefully designed and well-resolved example of a Victorian Italianate house. The asymmetrical massing, with faceted bay, tall chimneys, bracketed eaves, and elevated siting within a garden setting presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

Draft



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MAJU-RUTO (FORMER) 8 PALM COURT, FRANKSTON



Figure 1. 8 Palm Court, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

MAJU-RUTO (FORMER)

8 PALM COURT, FRANKSTON

Place type: House	Architect: Edward F Billson
Construction Date: 1929	Builder: Fred Harcourt
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 6).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Alfred Weston Pett, gentleman of Toorak, purchased Lots 17 and 18 on Arthur Street (now Palm Court) in June 1929 (LV:V5604/F615). The property had various previous owners, who had occupied an earlier house on part of the site (Butler et al. 1995:158). Alfred Weston Pett was a renowned Australian flautist and instructor of music at the University of Melbourne's Conservatorium of Music from 1924 (*Standard*, 21 Nov 1946:11; UoM 1924-25:879).

The current house was designed for the Weston Petts by architect Edward F Billson. Tenders were called for construction of the house in July 1929, the winning tender being that of Fred Harcourt of Frankston (*Frankston and Somerville Standard*, 6 Jul 1929:4; 14 Dec 1929:1). In December 1929 a column in the *Frankston and Somerville Standard* (14 Dec 1929:1) entitled 'The Home Beautiful' reported that:

The beautiful seaside residence erected by Mr. Weston Pett in Arthur Street, Frankston, is now receiving the finishing touches preparatory to occupation at Christmas.

Although built as a seaside holiday home, this latest addition to the number of really good residences in and around Frankston ranks with the finest of them.

The building, with its rough cast walls and blended tiled roof, is built in the form of a rectangle and covers the greater part of two blocks of land.

The article provided a detailed description of the 14-room residence with a central courtyard, garage, workshop and laundry. The two balcony sleepouts to the first floor were designed with fly-wire screens and folding windows which could be closed to convert the sleepouts into rooms (*Frankston and Somerville Standard*, 14 Dec 1929:1).

The Weston Pett's occupied their 'artistic new seaside home' by January 1930 (*Table Talk*, 2 Jan 1930:50). Contemporary newspapers reported on the family's residency at the house during the summer seasons of the 1930s and '40s. In 1934 the name of the street changed from Arthur Street to Palm Court. The street was

planted with 11 palms in front of the ten houses at this date (*Frankston and Somerville Standard*, 14 Sep 1934:1).

In 1938, the house was referred to as 'Maju-Ruto', a name formed from the Weston Pett's grandchildren's names (*Age*, 21 Dec 1939:3; *Argus*, 31 Dec 1938:13). From October 1940, Mary Weston Pett was the sole owner of the property (LV:V6486/F103).

The property remained within the Weston Pett family until the death of Mary Weston Pett in 1950, after which the 'splendid 2-storey Conite seaside home' was auctioned (LV:V7592/F060; *Age*, 3 Feb 1950:14; *Herald*, 3 Nov 1950:12).

Later owners included Roy Carrick from October 1950, Cox Brothers (Australia) Ltd from February 1951, Business Premises Pty Ltd from August 1952, Consolidated Zinc Pty Ltd from 1959, the Fowlers from 1963, Crawfords from 1967 and Spring Holdings Pty Ltd from 1976 (LV:V7592/F060).



Figure 2. The house in 1995 (Butler et al. 1995:158).

Edward F Billson, architect

Edward Fielder Billson (1892-1986) was the first student to graduate from the Diploma of Architecture at the University of Melbourne in 1915. In 1916, he entered the office of Walter Burley Griffin and Marion Mahoney Griffin as their first Australian assistant and worked with them for six years. In 1921, Billson and his co-worker Roy Lippincott won the international design competition for the Arts Buildings (1921-5) at the University of Auckland, New Zealand and the pair subsequently became the university architects. The pair gained further international recognition with later competitions (Goad 2012:82-83).

In the 1920s Billson built up a body of Griffin-inspired residential designs, including 'Tintara' at 20 Lyndon Street, Ripponlea (1923) and Silcock House in Hawthorn (1923) (Goad 2012:82-83). Further residential designs during this period include 'Revell' at 9 Toorak Avenue, Toorak (1920) and 17 Iona Ave, Toorak (1928).

Billson's practice expanded following the 1930s Depression, as his design philosophy shifted to embrace Interwar stylistic eclecticism. Billson continued his solo practice after World War II, until his son, Edward Billson II joined him (Goad 2012:83).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

The house at 8 Palm Court occupies a flat site on Long Island, north of Frankston's Metropolitan Activity Centre. It is sited between the Port Philip Bay foreshore to the west and Kananook Creek to the east, in close proximity to the mouth of Kananook Creek. Constructed in 1929, the house displays characteristics of the Interwar Bungalow style.

Fronting Palm Court to the north, with additional side access via a driveway from Gould Street at the rear, the house is a two-storey masonry structure with a tiled roof. The front portion of the building is massed under gabled roofs in a cruciform arrangement with a two-storey section running north-south and single-storey wings extending east and west either side of the two-storey form. Two rear wings with hipped roofs extend south from the single-storey sections, forming a rear courtyard. The roof is pitched at approximately 45 degrees with concealed gutters and timber-lined eaves. Tripartite rectangular vents with louvres and smooth-rendered surrounds are located at each gable end. Two chimneys penetrate the roof – one at the eastern edge of the two-storey form and one to the eastern rear wing. These are simply detailed with an incised line near the cap.

The two-storey bay projects forward from the principal (north) facade and provides a generous portico entry with balcony (enclosed with possibly original flyscreens and folding window detail) above. The portico entry has a concrete floor and is partially enclosed by a masonry half-wall with smooth-rendered capping. All other masonry surfaces are finished in rough-cast render with the exception of the base courses, which are smooth-rendered and form a 'plinth.' The ceiling to the portico is simply detailed with cornices and battens. Two substantial piers that extend the full height of the two-storey bay, flank the entry and are in turn flanked by simple square-section timber posts.

The windows project from the main plane of the principal facade and are timber-framed on timber corbels with a concave windowhead and a geometric fenestration pattern.

A later white steel fence lines the Palm Court boundary. A carport or garage at the rear of the property is likely a later addition.

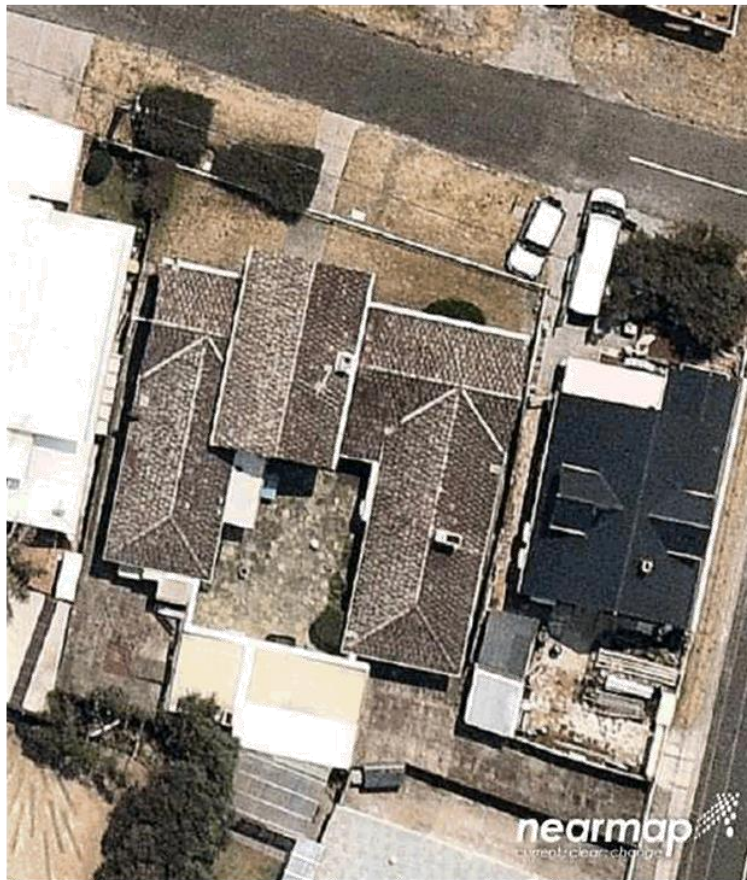


Figure 3. Aerial view showing the subject site, including side access from Gould Street at lower right. (Source: Nearmap, dated December 2019).



Figure 4. Oblique view of principal elevation, looking west from Palm Court.



Figure 5. Looking south down the east boundary of the site, showing roof profile.

Integrity/Intactness

Maju-Ruto at 8 Palm Court remains highly intact and retains a high degree of integrity in fabric, form and detail to its construction in 1929.

Comparisons

Maju-Ruto at 8 Palm Court is of note as a fine example of a large seaside holiday home. It is one of a substantial number of holiday homes that were constructed for wealthy Melburnians in the municipality from the late-nineteenth to the mid-twentieth century.

Located in close proximity to Melbourne, Frankston became a popular seaside destination for wealthy Melburnians from the 1880s following the establishment of the Melbourne to Frankston railway line in 1882. The region boomed as a seaside resort town with the assistance of the electrification of the railway in 1922, better roads and an increase in motor travel, and many guesthouses and holiday houses were constructed. From the 1920s the area became an experimental ground for innovative holiday house design. These houses were distinguished from their city counterparts by their seaside locations, siting for views and breezes and extensive grounds and plantings. Many of these holiday homes were designed by well-known Melbourne architects.

A number of seaside holiday houses remain in the Frankston City Council to demonstrate this historic theme and examples of these are included in the Heritage Overlay of the Frankston Planning Scheme. These include:

- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (1949)
- Tower View, now Tower House, 2-3 Bentick Street, Frankston (HO11) (1927)
- Lavender Lane, 13 Fenton Crescent, Frankston (HO16)
- 6 Hillside Grove, Frankston (HO21) (1958)
- Portland Lodge, 1 Plummer Avenue, Frankston (HO30) (1934)
- Markalia, 273 Nepean Highway, Seaford (HO44) (1929)

These properties demonstrate a broad range of architectural styles with a number of them designed by well-known Melbourne architects, including Portland Lodge (Mewton and Grounds); Tellilya (designed by Roy Grounds) and 6 Hillside Grove (designed by Chancellor & Patrick).

In a similar manner, Maju-Ruto at 8 Palm Court retains a high level of integrity to clearly demonstrate the characteristics of a substantial seaside holiday house. Designed by noted architect, Edward F Billson, it is a fine and highly intact example of an architect-designed holiday house in the Frankston City Council.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Maju-Ruto at 8 Palm Court has strong associations with the establishment of seaside holiday homes in the municipality by prominent and wealthy Victorians from the 1880s. The residence clearly illustrates the increased popularity of the seaside location as a resort town following the electrification of the railway line in the 1920s and the rise in private car ownership.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Maju-Ruto at 8 Palm Court is a carefully-designed and well-resolved example of an architect-designed seaside holiday home. The house, with prominent portico entry, first-floor balcony with enclosed sleepout, gable roof form with broad eaves, tripartite rectangular vents and tall chimney, is a fine example of the Interwar Bungalow style in the Frankston City Council.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history

Maju-Ruto at 8 Palm Court has strong associations with Edward F Billson, a successful Melbourne-based architect who played an influential role in the development of early modern architecture in Victoria. Billson designed a substantial number of private residences for wealthy clients in some of Melbourne's most affluent suburbs in the Interwar period. Maju-Ruto at 8 Palm Court is a fine example of his residential work in the municipality.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 6 below.



Figure 6. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)



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Frankston and Somerville Standard.

Goad, Philip (2012), 'Edward Billson' in Philip Goad & Julie Willis (Eds.) *The Encyclopedia of Australian Architecture*, Port Melbourne, pp. 82-83.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study*.

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Standard [Frankston, Vic.]

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University of Melbourne (UoM), Annual Report 1924-1925, via the University's digitised collection <<https://digitised-collections.unimelb.edu.au/>>, accessed July 2020.

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The Herald.

Maju-Ruto (Former) – Statement of Significance, August 2020

Heritage place: Maju-Ruto (former), 8 Palm Court, Frankston

PS ref no.: HO TBC



What is significant?

The house formerly known as Maju-Ruto at 8 Palm Court, Frankston, constructed 1929.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its 1929 construction, particularly the broad horizontal form, the prominent two-storey portico entry with first floor balcony above, banks of timber-framed sash windows at ground floor and prominent chimney.
- The building's high level of integrity to its original design.

Later alterations and additions, including front fence, are not significant.

How is it significant?

Maju-Ruto is of local historical, aesthetic and associative significance to the Frankston City Council.

Why is it significant?

Maju-Ruto at 8 Palm Court has strong associations with the establishment of seaside holiday homes in the municipality by prominent and wealthy Victorians from the 1880s. The residence clearly illustrates the

increased popularity of the seaside location as a resort town following the electrification of the railway line in the 1920s and the rise in private car ownership (Criterion A).

Maju-Ruto at 8 Palm Court is a carefully-designed and well-resolved example of an architect-designed seaside holiday home. The house, with prominent portico entry, first-floor balcony with enclosed sleepout, gable roof form with broad eaves, tripartite rectangular vents and tall chimney, is a fine example of the Interwar Bungalow style in the Frankston City Council (Criterion E).

Maju-Ruto at 8 Palm Court has strong associations with Edward F Billson, a successful Melbourne-based architect who played an influential role in the development of early modern architecture in Victoria. Billson designed a substantial number of private residences for wealthy clients in some of Melbourne's most affluent suburbs in the Interwar period. Maju-Ruto at 8 Palm Court is a fine example of his residential work in the municipality (Criterion H).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020



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FRANKSTON MECHANICS INSTITUTE 1N PLOWMAN PLACE, FRANKSTON



Figure 1. Mechanics Institute, 1N Plowman Place, Frankston (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

FRANKSTON MECHANICS INSTITUTE

1N PLOWMAN PLACE, FRANKSTON

Place type: Mechanics Institute, Free Library	Architects: Unknown (1880s building) James S Butler (1905 addition to hall) Carleton, Henderson and John Butler (1957 hall) Suter Architects (2010 restoration of 1915 section & redevelopment of hall)
Construction Date: 1880, 1905, 1915, 1957, 2010	Builders: Unknown (1880s building) A Patterson and H Prosser (1905 addition to hall) Robert Knox / Cayfield and Son (1915 section) M Gamble (1957 hall)
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Mechanics Institute buildings were established throughout Victoria from the 1850s. Aimed at educating the working class, these institutions offered adult education classes and free libraries and became an important focus for a community's social and cultural life. Nearly every town in Victoria had a Mechanic's Institute, with almost 1000 built across the State. Approximately 500 remain today.

The foundation stone for the Frankston Mechanics' Institute and Free Library was laid in March 1880 and the building opened in May 1880 with a concert and ball. The original simple rectangular brick building on the site measured 50ft x 25ft (15.2 x 7.6m). The Crown Grant for the land was provided to the trustees in 1880, following construction of the hall (with further land granted in 1914) (Ringer, 2018:14-15). Contemporary sources reported that the library received 300-400 donated books and a government grant of £12. As the only public hall and free library in Frankston, the building was used for educational and entertainment purposes, providing a space for meetings, lectures, concerts, balls, dances, theatre, and later a picture theatre. During World War I the hall was used for 'farewell nights' for enlisted soldiers leaving for Europe (Ringer 2018:17, 106, 209; Steel 1977:42).

The building has undergone numerous stages of additions and alterations to both the interior and exterior throughout its history. Plans to extend and improve the building began in the 1890s but a lack of subscribers and funds stalled progress. In 1891, some small additions and alterations were instead carried out (Ringer 2018:32, 55-68).

The first major addition to the building was constructed in 1905. In December 1904, the *Mornington Standard* reported that consideration was given to the proposed extension of the hall at a committee meeting of the Institute, and that Mr J S Butler had agreed to prepare the plans:

The plan will provide for an extension of the present building, so as to afford 25 feet additional seating accommodation in the hall. A room will be constructed in the front of the building which will form the library and reading room, while new ante-rooms and a supper room will be erected at the rear of the hall ... (Mornington Standard, 10 Dec 1904, cited in Ringer 2018:68).

The actual works carried out in 1905 included a large addition to the rear (east end) of the hall (shown in Figure 2). In August 1905, when the foundation stone was laid for the additions, the works were detailed:

The length of the main hall will be increased by 26ft and at the rear will be erected a spacious library and reading room, also an office for the clerk of courts, and a scullery (Mornington Standard, 19 Aug 1905, cited in Ringer 2018:72).

The 1905 additions were designed by James S Butler, architect and Mornington Shire Secretary and Engineer, and the works carried out by Frankston builders A Patterson and H Prosser (Ringer 2018:68-72, 79).

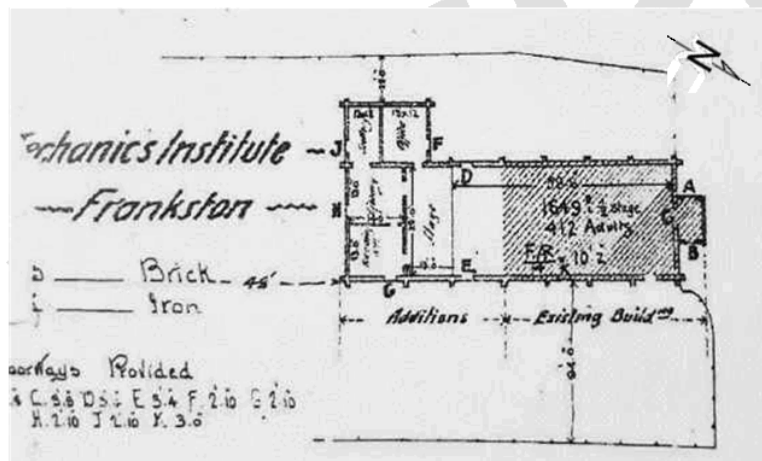


Figure 2. Plan of the mechanics institute hall dated 1905, showing the existing building and addition constructed to the rear at this date (Ringer 2018: 77).

Another major addition was constructed in 1915. The *Mornington Standard* (30 Jan 1915, cited in Ringer 2018:96) reported on the annual meeting of the Institute, held in January 1915, at which a member 'spoke of the difficulties the committee had faced in starting the additions to the building'. Plans had been drawn up but the committee was waiting for a title for the land from the Lands Department. In April 1915, tenders were called for the additions and alterations, with the tender of Robert Knox accepted on 8 May (*Mornington Standard*, 17 Apr 1915:2; 8 May 1915:3; Ringer suggests that the contractors were Cayfield and Son, 2018:99-101).

Works commenced in June 1915 and were completed by October 1915 (Figure 3) (Ringer 2018:99-101). The completed additions were described:

The additions are done in brick with red tiled roof and consisting of two large rooms in front of the old building, 22 ft. x 21 ft. each, with a hall 22 ft. x 8 ft. between them. One of the rooms is intended to be used as a library ... The second room can be used as a committee or reading room. At the rear of the building and abutting on the stage and additional room, 11 ft. x 14 ft. has also been erected (*Mornington Standard*, 9 Oct 1915, cited in Ringer 2018: 101).

The new section fronting the Nepean Highway bore the date '1915' and name 'Mechanics Institute' in the parapet above the entrance door (this section remains in 2020) (Figure 4). The addition was in part funded by bazaars and letting of the building (*Mornington Standard*, 9 Sep 1916:2; 9 Oct 1915:2).

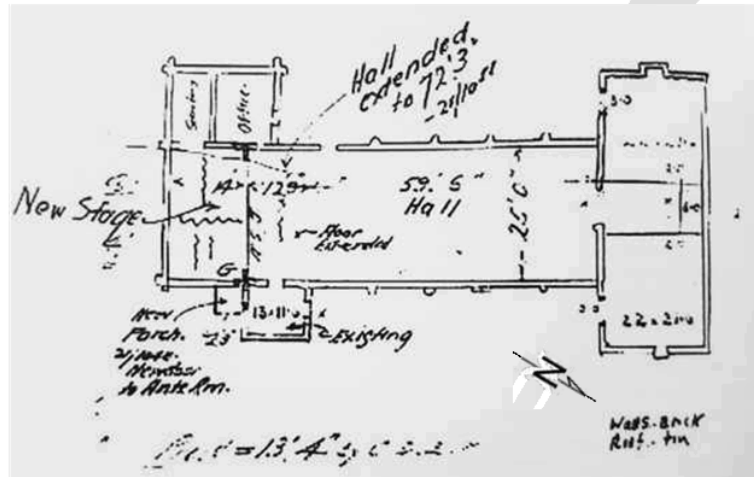


Figure 3. Plan of the hall dated c1915, showing the 1915 addition to the front of the hall. This section remains in 2020 (right) (Ringer 2018:100).



Figure 4. Detail of a photo of the mechanics institute, photo dated c1916-c1918. In front are the Volunteer Motor Corp. (SLV, Herbert Bishop, photographer, Image H87.34/249).

In 1919, plans were drawn up by architect J V Ward to enlarge the hall, but this scheme was abandoned. The proposal to extend or rebuild the aging hall was revisited numerous times from the 1920s onwards (Ringer 2018:114-138). In 1942, small additions to the rear of the hall were approved by the Public Health Department. The hall served as a pre-school from 1946 (Ringer 2018:187, 200). Plans and photos dating to the 1940s show the extent of the building, with additions to the side elevations of the hall (Figure 5 - Figure 7).

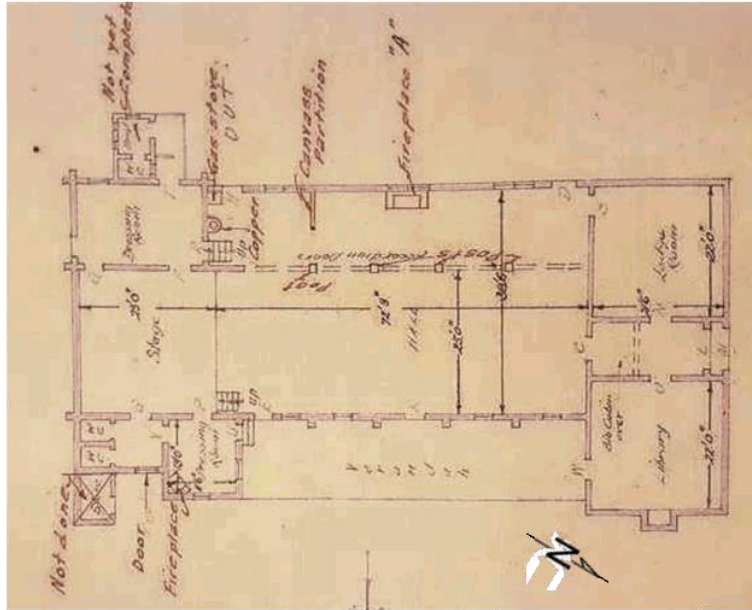


Figure 5. Plan of the hall dated c1946, with specifications for a proposed extension to the stage (Ringer 2018:196).



Figure 6. Detail of a 1946 oblique aerial photo showing the mechanics institute building (SLV, Charles Pratt, photographer, Image H91.160/230).

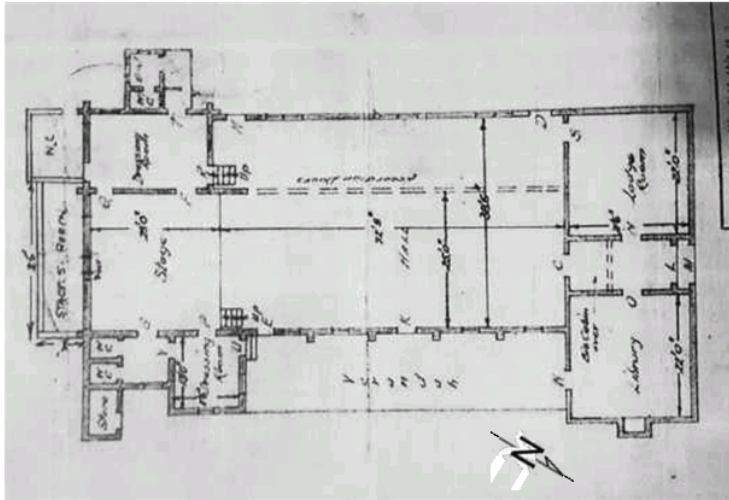


Figure 7. Plan of the hall dated 1948 (Ringer 2018:206).

By the early 1950s, the 1880s hall was in poor condition (Figure 8 - Figure 9). In 1945, the trustees requested Council take over management of the hall and fund its reconstruction, in place of Council building a new town hall (Ringer 2018:219).



Figure 8. A photo of the hall published in *The Frankston Standard* in January 1955, reporting on the hall's poor condition (published in Ringer 2018:230).



Figure 9. The north elevation of the building with the earlier hall to the rear, c1950s. Folle dates the photo to c1960, however the photo was taken before the 1957 hall was built (Folle, 2018:115).

Council took over management in 1955 (on the condition of receiving the title for the land) and obtained finance to rebuild the hall as a 'Public Hall and Public Library' (Ringer 2018:232). In May 1956, the architectural firm Carleton, Henderson and John Butler were instructed by the Frankston and Hastings Shire Council to call tenders for the reconstruction of the hall. By October 1956 part of the building had been demolished and the new works were completed by October 1957, by contractor M Gamble (Ringer 2018:241; Butler et al. 1995:45). The 1915 section fronting the Nepean Highway may have been altered as part of these works (see Figure 10).

Photos of the hall dated between 1971 and 2010 show the 1915 section of the building overpainted (or rendered, or both) with an awning and larger windows to the façade, replacing the original windows (Figure 10 - Figure 12). The 1984 photo shows the large hall to the rear. In 2001, the rear of the hall was altered to allow for the temporary storage of Sea Scouts boats in the stage area (Ringer 2018:274).



Figure 10. Detail of a 1971 photo of the building, following alterations to the 1915 section (Ringer 2018:266).



Figure 11. Detail of a photo of the hall dated 1984 (Frankston City Libraries).



Figure 12. The hall in December 2010 (Frankston City Libraries).

By the early 2000s the building was in need of repairs and faced an uncertain future. Along with some casual occupants of the hall, which included storage for the Sea Scouts, the 1915 building was occupied by the Mornington Peninsula Family History Society. A group comprising Frankston State Labor MP Alistair Harkness, Anne Ringer of the Family History Society and Jim Lowden of the Mechanics' Institutes of Victoria were credited for campaigning for the retention of the mechanics institute (Ringer 2018:271-77).

In 2008 Council appointed a Restoration Steering Committee to oversee the restoration of the building and to be responsible for future management (Ringer 2018:283). Works commenced on a major restoration and refurbishment of the building in 2010, with the assistance of Federal, State and local funding. The works were designed by Suter Architects and managed by Council's major projects unit. A 2010 plan by Suter Architects (Figure 13) was annotated with the proposed stages of works. Key works included the restoration of the 1915 section, redevelopment of the existing hall (Figure 14- Figure 15), the removal of all hazardous material, retention of the rear brick wall (behind the stage) as a historical feature, additions to the south elevation, the provision of accessible entrances and amenities, and restoration of some internal historical features (Ringer 2018:286-89). Stages 1 and 2 of the development (which excluded the restoration of the 1915 section) were officially opened on 19 October 2011. The event was attended by a large number of guests, the Governor of Victoria, the Honourable Alex Chernov, AO, QC, Mayor Kristopher Bolam JP and Members of Parliament. Stage 3, the restoration of the 1915 section, was completed at the end of 2011 and available for community use in January 2012 (Ringer 2018:291).

The Mechanics Institute continues to serve as a community venue in 2020.

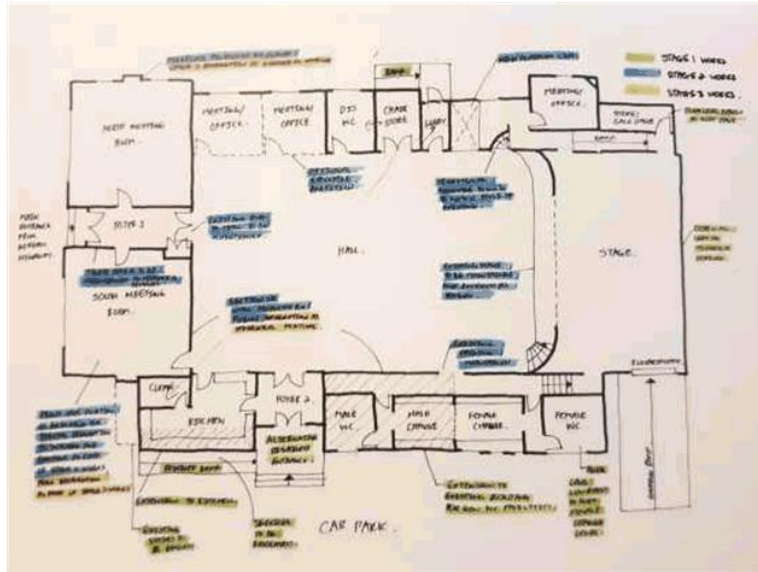


Figure 13. Proposed redevelopment of the building by Suter Architects dated 2010, annotated with the stages of works (Ringer 2018:286).



Figure 14. Refurbishment of the hall in 2011, showing the retention of the rear wall (Photos by Anne Ringer, Ringer 2018:288).



Figure 15. Refurbishment of the hall in 2011 (Photos by Anne Ringer, Ringer 2018:288).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 8 Building community life
 - 8.2 Educating people
 - 8.4 Forming community organisations.

Description

The Mechanics Institute occupies an elevated site overlooking the Nepean Highway and is accessed via Bay Street South and Plowman Place. The site is located at the southern extent of the Frankston Metropolitan Activity Centre and in close proximity to public attractions such as the Frankston Pier, Frankston Oval and Frankston Park, and other public services. The building extends to the street frontage (Bay Street South) to the west, and is otherwise surrounded by at-grade carparking and informal landscaping. The existing building comprises sections built at various stages in the 1880s, 1905, 1915 and c1957 and refurbished or restored in 2010-11, as follows:

- Constructed in 1880, a rectangular brick building measuring 15.2m x 7.6m, of which fragments may remain in the central portion of the existing building.
- Constructed in 1905, a major addition of the original hall extending to the rear (east), of which the eastern façade, north-eastern piers, bricked-in window and door reveals and lintels remain at the far east of the existing building. A corbelled brick chimney at the north-eastern corner of the building also dates to this period.
- Constructed in 1915, another major addition at the front (west) of the original hall. Arranged perpendicularly to the hall, this addition now presents as the primary volume of the building to Bay Street South. This section was subject to extensive restoration works in 2010-11 as part of a major refurbishment of the facility.
- Constructed in 1956-57, the gable-roofed section of the hall and skillion-roofed wings to the north and south.

As restored to its original presentation, the 1915 section displays characteristics of the Federation style. The volume is symmetrically arranged around a central recessed entry, which has a tiled floor, bluestone steps and a simple corrugated steel-clad awning, supported by exposed rafters and oversized brackets. The 1915 section is constructed of red brick with a terracotta tiled Dutch gable roof. Simple chimneys are located at the north and south elevations of this section, with chimney breasts external to the main building volume, further emphasising the symmetry of this section. Three multipaned timber-framed sash windows are located either side of the central entry on the principal elevation with one on the southern elevation and two on the northern elevation, adjacent to the chimney breasts. A central roughcast rendered pediment over the entry features the building name and build date. Other details include timber battens and fascias to the gablets, exposed rafter ends, a roughcast rendered frieze, a rendered string course at sill height, shaped bricks to the windowheads and to the plinth, and a pair of timber entry doors with highlight and bluestone sill.

Immediately to the rear of the 1915 section is the hall, which comprises a gable-roofed volume with skillion-roofed wings to the north and south. All roofs to this section are clad in sheet metal and various vents and services penetrate the roofs. The walls are clad in fibre-cement sheet panels and feature timber-framed sash windows with multiple panes to the top sashes. A later concrete ramp with steel guardrails services the backstage area from the carpark to the south and is located at the southwest corner of the building. The large

timber access doors at the ramp may be early fabric. It is possible that the hall incorporates fragments of the original 1880 hall, however it has not been possible to determine this.

Remnants of the red brick masonry walls from the 1905 extension remain extant at the northeast corner of the hall and are clearly distinguishable from the fibre-cement clad walls of the later hall. A corbelled redbrick chimney also remains extant at the northeast corner of the building. The window and door openings to this section appear to have undergone various degrees of alteration – the openings at the east elevation have been infilled, and a window at the north elevation is wider than the tapered brick windowhead above. Other remnant original details include various wall vents and engaged buttresses at the corners of the east elevation.

Sections of white picket fence to the north and south of the principal façade are not original, but replicate that which is partially evident in a 1916-1918 image.



Figure 16. Aerial view showing the subject site, with Bay Street South and Nepean Highway to the west and carparking areas to the north and south. Mature elms are visible to the immediate east of the building. (Source: Nearmap, dated December 2019).



Figure 17. Oblique view of 1915 section, looking northeast from Bay Street South.



Figure 18. West elevation of the Mechanic's Institute.



Figure 19. Looking southwest from carpark to the north of the subject site, showing junction of later additions to the rear of the 1915 section.



Figure 20. North elevation of the Mechanic's Institute, showing 1915 section at right, later additions at centre and section of the 1905 additions at left, with extant chimney and windows.



Figure 21. Extant details (c.1905)
on the east elevation.

Integrity/Intactness

The Frankston Mechanics Institute developed in a number of stages, principally from c1880 to 1915. The building was further altered 1957 and 2010-11. The 2010-11 works also included the restoration of the 1915 section and remaining elements of the 1905 works based on documentary evidence. The original 1880s hall has been largely subsumed by the later alterations and additions.

The accurate restoration of the 1915 building to its original presentation and appearance allows the place to be understood and appreciated as a fine example of a Mechanics Institute within a regional township. The place is of high integrity.

Comparisons

The Frankston Mechanics Institute is a fine example of a Mechanics Institute building.

The form of Mechanics' Institutes was largely dependent on the immediate needs and available resources of a community, and often relied on local materials and skills. Many were modest structures, often comprising a free-standing, gable-roofed timber hall. In major country towns these buildings were often grander, masonry structures that drew on classical styles to reinforce the dignity and responsibility of the institutions. As the century progressed, the Institutes tended to become larger, in response to increasing wealth and the need for more space for larger libraries and communities. Additions were often made to the original buildings to accommodate these changing needs.

Although there was no standard design, the buildings typically comprised of a hall, library and reading rooms, and facilities for games and educational and entertainment activities.

The Frankston Mechanics Institute demonstrates the typical characteristics of a Mechanics Institute building, including a main hall with smaller rooms dedicated to different activities or services. As the only Mechanics Institute building constructed in the Frankston City Council there are no direct comparisons within the municipality.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The Frankston Mechanics Institute has a clear association with the movement to create publicly accessible educational and social services for the working class throughout Victoria from the 1850s. Mechanics Institutes played an important role in the intellectual, cultural and social development of Victoria throughout the late-nineteenth and early twentieth century. The Frankston Mechanics Institute has strong and enduring associations with the local Frankston community as a place for meeting and learning.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Accurately restored to its 1915 presentation to Bay Street South, the Frankston Mechanics Institute is a carefully detailed and well-resolved example of a Mechanics Institute building designed in the Federation style. The building displays key features of the style, which was popular in the 1900s across Melbourne, and Victoria more broadly. The Frankston Mechanics Institute, with its symmetrical composition, red brick façade, terracotta-tiled Dutch gable roof, prominent chimneys, multi-paned sash windows, central pediment bearing the building's name and build date and central awning with oversized brackets and exposed rafter ends, presents a picturesque and finely detailed composition of this architectural style.

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons.

The Frankston Mechanics Institute has a strong and enduring association with the local Frankston community as a focus for social activities since its establishment in 1880. It continues to serve as a community venue, providing space for a range of local functions, events and performances. The ongoing importance of the place was most recently demonstrated in the early 2000s community drive to pursue a substantial refurbishment and restoration of the building for its ongoing community use.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 22 below.



Figure 22. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)



References

Folle, Alfonso (2018), *Dust from unmade roads, Frankston*, Second Edition.

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Ringer, Esther Anne & Mornington Peninsula Family History Society (2018), *Hall on the hill : a history of the Frankston Mechanics' Institute and Free Library : 1873 to 2013*, Frankston [Victoria].

State Library of Victoria (SLV), picture collection, photographers and images as cited.

Steel, Gwenyth (1977), *Frankston, An outline of the district's early history*, Frankston.

The Argus.

Frankston Mechanics Institute – Statement of Significance, August 2020

Heritage place: Frankston Mechanics Institute, 1N
Plowman Place, Frankston

PS ref no.: HO TBC



What is significant?

The Frankston Mechanics Institute at 1N Plowman Place, Frankston, constructed in stages in c1880, 1905, 1915, 1957 and 2010-11 (including restoration works).

Elements that contribute to the significance of the place include (but are not limited to) the building's form, materials and detailing, particularly the accurately restored 1915 section facing Nepean Highway/Bay Street South, the remnant fabric from the 1905 section at the rear of the hall and the general arrangement of hall and meeting rooms. The fabric of the main hall dating from the 1950s onwards is not significant, however its general form is.

How is it significant?

The Frankston Mechanics Institute is of local historical, aesthetic and social significance to the Frankston City Council.

Why is it significant?

The Frankston Mechanics Institute has a clear association with the movement to create publicly accessible educational and social services for the working class throughout Victoria from the 1850s. Mechanics Institutes played an important role in the intellectual, cultural and social development of Victoria throughout the late-nineteenth and early twentieth century. The Frankston Mechanics Institute has strong and enduring associations with the local Frankston community as a place for meeting and learning (Criterion A).

Accurately restored to its 1915 presentation to Bay Street South, the Frankston Mechanics Institute is a carefully detailed and well-resolved example of a Mechanics Institute building designed in the Federation style. The building displays key features of the style, which was popular in the 1900s across Melbourne, and Victoria more broadly. The Frankston Mechanics Institute, with its symmetrical composition, red brick façade, terracotta-tiled Dutch gable roof, prominent chimneys, multi-paned sash windows and central pediment

bearing the building's name and build date and central awning with oversized brackets and exposed rafter ends, presents a picturesque and finely detailed composition of this architectural style (Criterion E).

The Frankston Mechanics Institute has a strong and enduring association with the local Frankston community as a focus for social activities since its establishment in 1880. It continues to serve as a community venue, providing space for a range of local functions, events and performances. The ongoing importance of the place was most recently demonstrated in the early 2000s community drive to pursue a substantial refurbishment and restoration of the building for its ongoing community use (Criterion G).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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ARBV: 16044

HOUSE

59 BRIGHTON STREET, FRANKSTON SOUTH



Figure 1. House, 59 Brighton Street, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

HOUSE

59 BRIGHTON STREET, FRANKSTON SOUTH

Place type: House	Architect: Not known
Construction Date: Post-war period	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 5).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 as

A postal fishing village, beautifully situated at the mouth of the Tangeonong 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as a V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

Robert G Graham, turner and fitter, purchased the property in October 1955 (LV:V8133/F659).

The property had a number of subsequent owners, including Ralph Phillips, teacher, from 1957, the McCombs from 1960, Cheaters from 1966, Prentices from 1974, Wilsons from 1978, Kenneth Ritchie and Patricia Chapple from 1985, Larisa Emery from 1988 and the Murrays from 1993 (LV:V8133/F659). This may suggest its primary use as a holiday house.

The double garage on the rear boundary, accessed off Picnic Street, was constructed in 2000 (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

59 Brighton Street is located in a suburban area in Frankston South between Sweetwater Creek South Branch (to the east) and Kackeraboite Creek (to the west). Constructed in the post-war period, the house displays characteristics of the Postwar Modernist style.

The house comprises two intersecting flat-roofed rectangular sections, arranged perpendicular to each other. The main section runs parallel with the Brighton Street boundary and is elevated on slim circular steel columns. The front elevation has a horizontal emphasis with full height window wall with regularly spaced timber mullions. The second section is a lower storey that extends towards the rear of the property. Both sections of

building have shallow gable roofs clad in a corrugated material of either metal or asbestos. The walls appear to be principally constructed of timber and lined with vertical timber boards.

The undercroft of the house is lined with fibre cement sheet and provides space for car parking.

Later additions and alterations appear limited to the construction of a detached garage at the rear (south) of the property, accessed via Picnic Street and the construction of a timber front fence.



Figure 2. Aerial view of 59 Brighton Street (indicated) (Source: Nearmap, dated December 2019).



Figure 3. Looking southeast to the principal elevation of 59 Brighton Street.



Figure 4. Looking east to oblique views of the principal elevation of 59 Brighton Street.

Integrity/Intactness

The house at 59 Brighton Street retains a high degree of integrity in fabric, form and detail to its period of construction. It remains highly intact and can be readily understood and appreciated as a Postwar Modernist suburban housing development.

Comparisons

The house at 59 Brighton Street is a highly intact representative example of a Postwar Modernist suburban housing development in the Frankston City Council.

A large number of post-war houses, designed in the Modernist architectural style, remain in the municipality. Examples of these are included in the Heritage Overlay of the Frankston Planning Scheme, including a number that were identified as part of the *Frankston City Post-War Modernist Heritage Study, Stages 1 and 2* (2012 and 2014). Examples include:

- 58 Baden Powell Drive, Frankston South (HO61) (Chancellor & Patrick, c1963)
- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (Roy Grounds, 1949)
- 7 Bunangib Court, Frankston (HO12) (1958)
- 4 Fenton Crescent, Frankston South (HO63) (Kevin Borland, 1977)
- Somersby, 30 Gould Street, Frankston (HO64) (Chancellor & Patrick, 1956)
- Tarraleah, 95 Gould Street, Frankston (HO65) (Ian Banner, 1960)
- Stern House, 110 Gould Street, Frankston (HO66) (Chancellor & Patrick, 1958)
- Chancellor House, 1 Gulls Way, Frankston (HO18) (Chancellor & Patrick, c1954)
- Polperro, 6 Gulls Way, Frankston South (HO67) (Chancellor & Patrick, 1958)
- Tilba Tilba, 14 Gulls Ways, Frankston (HO19) (Chancellor & Patrick, 1956)
- 6 Handley Court, Frankston (HO20) (Chancellor & Patrick, 1961)
- 8 Harcourt Avenue, Frankston South (HO68) (Chancellor & Patrick, c1960-61)
- 6 Hillside Grove, Frankston (HO21) (Chancellor & Patrick, 1958)
- 8 Karina Street, Frankston South (HO70) (Ian Banner, 1967)
- Gas Project House, 149 Karingal Drive, Frankston (HO71) (David Dalrymple, 1966)
- Former McClune House, 18 Marcus Road, Frankston South (HO57) (Robin Boyd)
- Kahala, 644 Nepean Highway, Frankston South (HO72) (Robin Boyd, 1966)
- Ael-y-brun, 648 Nepean Highway, Frankston South (HO73) (Rhys Hopkins, 1949)

- Houston House, 675 Nepean Highway (HO27) (Chancellor & Patrick, 1959, 1978)
- 19 Thames Street, Frankston South (HO75) (Chancellor & Patrick, c1956)
- 49 Warringa Road, Frankston South (HO76) (c1970)
- Angliss House, 8 Yamala Drive, Frankston (HO32) Perrott Lyon Timlock & Kesa, 1961)

These examples are substantial individual dwellings, the majority of which are architect-designed. In contrast, the house at 59 Brighton Street is representative of another common post-war building typology, that of the owner-builder variety, which represents an important phase in the post-war development of Frankston when suburban development was largely focused on lower-cost housing that could be accessed by those on moderate incomes. This phase in Frankston's development is under-represented in the Heritage Overlay and there are currently no examples of owner-builder Postwar Modernist houses in the Heritage Overlay.

While large numbers of this typology remain in the municipality, the house at 59 Brighton Street is notable for its high level of integrity to its period of construction, which allows it to more clearly demonstrate the characteristics of owner-builder Postwar Modernist houses constructed in the Frankston City Council than most other examples of this typology.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 59 Brighton Street is illustrative of post-war suburban development in the Frankston City Council when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

The house at 59 Brighton Street is a highly intact representative example of affordable Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of Modernist housing from this period in Frankston and across Victoria more broadly, including a simple rectangular form with horizontal emphasis elevated on slim circular steel columns, flat roof form and expansive glazing with regularly spaced timber mullions.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 5.



Figure 5. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 20 August 2020)

References

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit Nos. BS-091767, BS-99149.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

The Argus.

House, 59 Brighton Street – Statement of Significance, August 2020

Heritage place: House, 59 Brighton Street, Frankston South

PS ref no.: HO TBC



What is significant?

The house at 59 Brighton Street, Frankston South.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its period of construction, including the simple rectangular plan of the primary volume elevated on slim circular steel columns, horizontal emphasis, flat roof form, expansive glazing and undercroft car parking.
- The building's high level of integrity to its original design.

The double garage at the rear of the property and front fence are not significant.

How is it significant?

The house at 59 Brighton Street, Frankston South is of local historical and architectural (representative) significance to the Frankston City Council.

Why is it significant?

The house at 59 Brighton Street is illustrative of post-war suburban development in the Frankston City Council when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston (Criterion A).

The house at 59 Brighton Street is a highly intact representative example of lower-cost, affordable Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of Modernist

housing from this period in Frankston and across Victoria more broadly, including a simple rectangular form with horizontal emphasis elevated on slim circular steel columns, flat roof form and expansive glazing with regularly spaced timber mullions (Criterion D).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

Draft



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HOUSE

78 DERINYA DRIVE, FRANKSTON SOUTH



Figure 1. House, 78 Derinya Drive, Frankston South (Domain.com.au, photo dated 2008).

DATE: August 2020

FILE: 2020-007

HOUSE

78 DERINYA DRIVE, FRANKSTON SOUTH

Place type: House	Architect: Merchant Builders
Construction Date: c1973	Builder: Merchant Builders
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 9).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

George and Maree Taylor, teachers, purchased the subject lot on Derinya Drive in September 1971 (LV:V8884/F705). The house was designed and built by influential project home building company, Merchants Builders. The building was designed with a face brick finish to the exterior and metal deck roof cladding (Figure 2 - Figure 5). The building permit application was approved by Council in November 1972 (FCC BP), suggesting the house was built c1973.

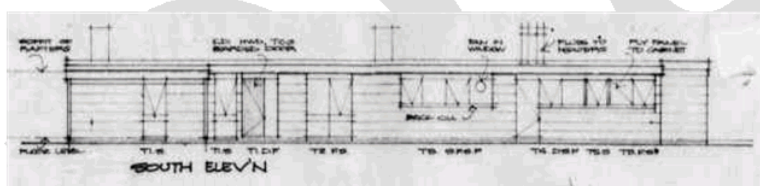


Figure 2. Drawing of the south elevation dated November 1972 (FCC BP).

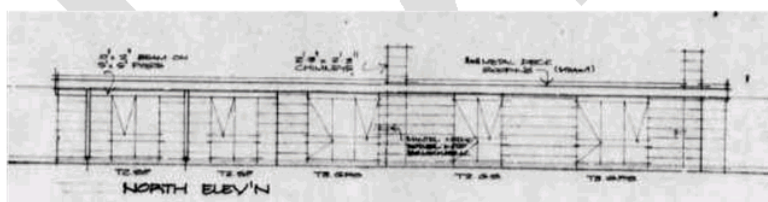


Figure 3. Drawing of the north elevation, dated November 1972.

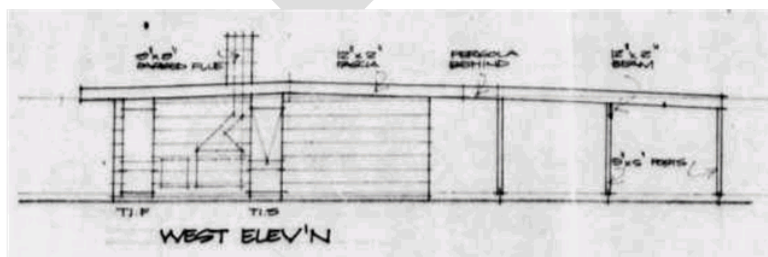


Figure 4. Drawing of the west elevation, showing the roof form, dated November 1972 (FCC BP).

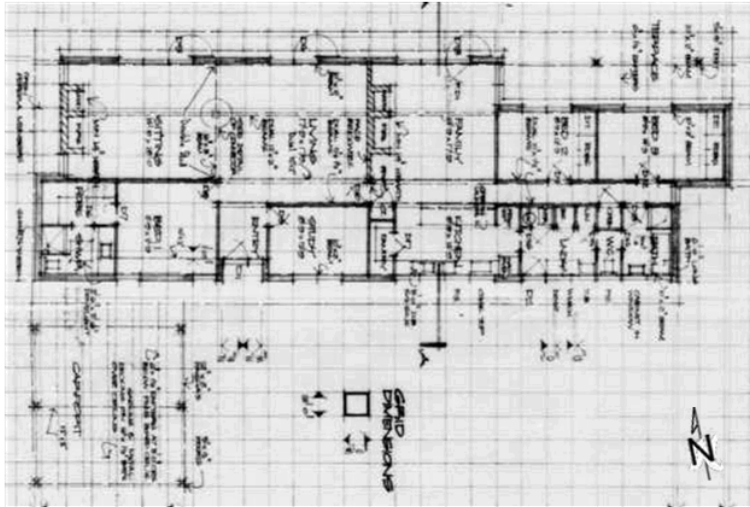


Figure 5. Floorplan of the house and garage, dated November 1972 (FCC BP).

Merchant Builders, project house builders

In the 1960s a new range of Australian building companies offered a new concept in residential construction – project houses. These architect-designed houses promised better quality design than the average speculatively built house (Quilford 2016).

Merchant Builders was one of Australia's most influential project house-building companies. Founded in 1965 by David Yencken and John Ridge, the pair established the company to address a perceived gap in the market for quality, medium-cost housing in Australia. Many of those within Merchant Builders knew Robin Boyd through professional and social networks and were influenced by his criticisms of suburban housing as discussed in *The Australian Ugliness* (1960). Yencken and Ridge aspired to reform the design of suburban housing. Drawing on their past business experience in motels and the timber and construction industries, they took a comprehensive approach to design, integrating architecture, landscape and interiors (Gartner 2012:451; Quilford 2016). Robin Boyd wrote in the Epilogue of *Australia's Home* (1968):

Thus for the first time a genuine architectural circumspection was brought within the financial reach of the average owner ... Among the more notable enterprises was ... a firm called Merchant Builders in Melbourne, which offered various designs of the architect Graeme C. Gunn (cited in Quilford 2016).

Initially, the company was closely associated with architect Graeme Gunn, who was the sole consultant architect until 1969 (Gartner 2012:451). Gunn's project house designs included the 'Terrace', the 'Studio', the 'Courtyard', the 'Cellar' and the 'Two Storey' (O'Callaghan & Pickett 2012:138).

The firm's designs promoted:

... an emerging aesthetic of low-profile buildings in the landscape, the zoning of family living, indoor-outdoor links, passive energy features and a 'natural' palette of colours and tonings and native planting, introduced by landscape designer Ellis Stones (Gartner 2012:451).

In 1969 the company also offered 'special houses', one-off designs that were sometimes based on a design from the project-housing range (O'Callaghan & Pickett 2012:139).

Later architects that worked with the company were Peter Carmichael, Daryl Jackson, Charles Duncan, David McGlashan, Terry Dorrough, Barry Gray, Leo de Jong and Peter Sandow. The company was also associated with landscape and interior designers such as Nexus and Tract (Gartner 2012:451). Later project-house designs included the 'Garden House', 'Open House', 'Pavilion House', 'Melbourne House', 'L-Shape', 'U-Shape', 'Split Level' and 'Rectangle House', amongst others (O'Callaghan & Pickett 2012:140-42). A key innovation of the firm was the cluster housing subdivisions of 'Elliston' in Rosanna (1969), 'Winter Park' in Doncaster (1970-75) and 'Vermont Park' in Vermont (1976) (Gartner 2012:451).

Merchant Builders' houses were marketed across south-eastern Australia. The company set new benchmarks for residential architecture in the country, encouraging inclusion of landscape, indigenous planting, site planning and interiors as a total package, which resulted in various architectural, environmental and design awards (Quilford 2016; Gartner 2012:451).

Yencken left Merchant Builders in 1982 and after 1987 Merchant Builders was sold to a series of companies before AV Jennings acquired the company's intellectual property in 1991 (Gartner 2012:451; O'Callaghan & Pickett 2012:144).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

The house at 78 Derinya Drive is accessed via a long (approximately 80m) driveway and is not readily visible from Derinya Drive. This part of Frankston South has a 'bush' character, with the heavily vegetated Derinya Drive Reserve and Frankston Reservoir nearby to the east. Built in c1973, the house displays characteristics of the Post-war Modernist style.

The house is centrally located on the site, within a large, informally landscaped garden that includes several mature trees (both exotic and native specimens). The house is single-storey and broadly rectangular in form, presenting a low and horizontally-emphasized profile in the landscape. The living areas are oriented to face north, with timber-framed floor-to-ceiling windows regularly spaced along the northern elevation. The house is constructed on a concrete slab, with brick walls and a timber-framed sheet metal roof. Two brick chimneys penetrate the roof – one centrally and one at the western edge of the building volume.

A carport, comprising a skillion sheet-metal roof simply supported on timber posts, projects from the south elevation at the western end of the building.



Figure 6. Aerial view showing 78 Derinya Drive (indicated), Note battleaxe arrangement of the site and long driveway access from Derinya Drive. (Source: Nearmap, dated December 2019).



Figure 7. Looking north along the driveway from Derinya Drive to subject site, showing minimal visibility from the public realm.



Figure 8. North elevation
(Domain.com.au, photo dated
2008).

Integrity/Intactness

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

The house at 78 Derinya Drive appears to retain a high degree of integrity in fabric, form and detail. The house remains highly intact and retains its ability to be understood and appreciated as an example of a 1970s project home.

Comparisons

The house at 78 Derinya Drive is of note as a highly intact example of a 1970s project home. Designed by influential building company, Merchant Builders, it is one of a large number of project homes that were designed and constructed across Victoria in the post-war period.

From the 1950s, well-known architects such as Robin Boyd, Graeme Gunn and Peter McIntyre began to focus their attention and skills on the concept of affordable homes. Working closely with project builders in an effort to provide lower-cost options, these architects began designing small, deceptively simple houses that offered economical and contemporary options suited to a suburban family lifestyle.

As noted in *Designer Suburbs: Architects and Affordable Homes in Australia* (2012):

The project home was synonymous to many with the embodiment of the 'Australian dream', that saw home ownership as the foundation of family life. It became a new cultural phenomenon through the link between affordable construction and architectural ideas representing aspirations about living in suburbia (O'Callaghan & Pickett 2012:vii).

Merchant Builders pioneered the introduction of energy efficient, environmentally friendly, architect designed project homes in Victoria in the 1960s and 1970s. The company's designs were based on a number of strong design principles which included:

- An integrated relationship between house and site;

- Energy conservation through the application of passive design principles and solar-energy technology;
- Interconnectivity between indoor and outdoor spaces; and
- Simplicity in design (O'Callaghan & Pickett 2012:vii).

No other houses in the municipality have been identified as the work of Merchant Builders to date.

In regards to project housing more broadly, the Gas Project House at 149 Karingal Drive is included in the Heritage Overlay of the Frankston Planning Scheme (HO71). Designed by architect David Dalrymple for A V Jennings' Karingal Estate, this project house is significant for its associations with the development of modern project housing in Victoria during the industry's boom in the 1960s; as an innovative example of 1960s residential architecture that responded to a requirement for low-cost family-oriented living; and for its associations with the RVIA Small Homes Service, A V Jennings and the Gas & Fuel Corporation.

Similarly, the house at 78 Derinya Drive is important as a highly intact example of a 1970s project home, which was designed by the influential building company, Merchant Builders, as an affordable family housing option.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 78 Derinya Drive has a strong association with the project homes industry in Victoria in the post-war period and is illustrative of the suburban boom which occurred in the municipality in the 1960s and 1970s. It demonstrates the shift towards affordable housing, which characterised suburban development in the City in the late-twentieth century.

Criterion E: Importance in demonstrating particular aesthetic characteristics

The house at 78 Derinya Drive is a highly intact and well-resolved example of an architect-designed project home of the 1960s and 1970s. It displays key characteristics of a 1970s project home, which were common across Victoria in the post-war period, including a low-profile building built to a simple standardised design, an integrated approach to house and site, a neutral colour palette, expansive glazing, and the use of typical materials such as timber and brick.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history

The house at 78 Derinya Drive has a clear association with Merchant Builders, which was one of the most influential project home building companies in Victoria in the post-war era. Merchant Builders pioneered the introduction of energy efficient, environmentally friendly, architect-designed project homes in Victoria and their innovative design principles are evident at 78 Derinya Drive.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 9 below.



Figure 6. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)

References

Domain.com.au, '78 Derinya Drive, Frankston South', <<https://www.domain.com.au/property-profile/78-derinya-drive-frankston-south-vic-3199>>, accessed June 2020.

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit No. 15426.

Gartner, Anne (2012), 'Merchant Builders' in in Philip Goad & Julie Willis's (Eds.) (2012), *The Encyclopedia of Australian Architecture*, Port Melbourne.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

O'Callaghan, Judith and Charles Pickett (2012), *Designer Suburbs, Architects and affordable homes in Australia*, Sydney.

Quilford, Rees (2016), 'Merchant Builders: Celebrating a Fifty-Year Legacy', in University of Melbourne's *Pursuit*, <<https://pursuit.unimelb.edu.au/articles/merchant-builders-celebrating-a-fifty-year-legacy>>, accessed May 2020.

The Argus.

House, 78 Derinya Drive – Statement of Significance, August 2020

Heritage place: House, 78 Derinya Drive, Frankston South

PS ref no.: HO TBC



House, 78 Derinya Drive, Frankston South (Domain.com.au, photo dated 2008).

What is significant?

The house at 78 Derinya Drive, Frankston South, constructed c1973.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its c1973 period of construction, particularly the low north-facing form with horizontal emphasis, flat roof, expansive glazing and use of brick and timber.
- The building's high level of integrity to its original design.
- The siting of the building within an informal landscaped setting.

The pool is not significant.

How is it significant?

The house at 78 Derinya Drive is of local historical, aesthetic and associative significance to the Frankston City Council.

Why is it significant?

The house at 78 Derinya Drive has a strong association with the project homes industry in Victoria in the post-war period and is illustrative of the suburban boom which occurred in the municipality in the 1960s and 1970s. It demonstrates the shift towards affordable housing, which characterised suburban development in the City in the late-twentieth century (Criterion A).

The house at 78 Derinya Drive is a highly intact and well-resolved example of an architect-designed project home of the 1960s and 1970s. It displays key characteristics of a 1970s project home, which were common across Victoria in the post-war period, including a low-profile building built to a simple standardised design, an integrated approach to house and site, a neutral colour palette, expansive glazing, and the use of typical materials such as timber and brick (Criterion E).

The house at 78 Derinya Drive has a clear association with Merchant Builders, which was one of the most influential project home building companies in Victoria in the post-war era. Merchant Builders pioneered the introduction of energy efficient, environmentally friendly, architect-designed project homes in Victoria and their innovative design principles are evident at 78 Derinya Drive (Criterion H).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020



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HOUSE

28 DUNSTAN STREET, FRANKSTON SOUTH



Figure 1. House, 28 Dunstan Street, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

HOUSE

28 DUNSTAN STREET, FRANKSTON SOUTH

Place type: House	Architect/Designer: DG McBain
Construction Date: c1958	Builder: John Daly
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 7).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

The brick veneer residence was constructed by owner-builder John Daniel Daly, for himself and his wife Fay Daly. The house plans were annotated 'Designed by D G McBain' and dated August 1958 (McBain was not noted as an architect on the building permit application to Council; little else is known about the designer). The building permit application was approved by Council in August 1958 (FCC BP), suggesting the house was built c1958.

The 1958 drawings show the façade and floor plans (Figure 2 - Figure 4). A building permit for a back verandah was issued in 1961 (FCC BP). It appears some minor modifications were made during construction of the residence, notably an alteration to the front stair to create a switch-back instead of a single rise.

In 1979, the house was advertised for sale, described as a three-bedroom 'split level family residence in [a] well established garden setting' with a garage (Age, 24 Nov 1979:59).

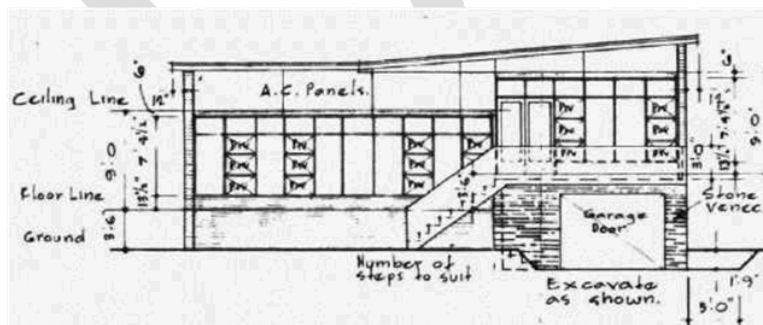


Figure 2. The façade (north-east elevation), drawing by D G McBain, dated August 1958 (FCC BP).

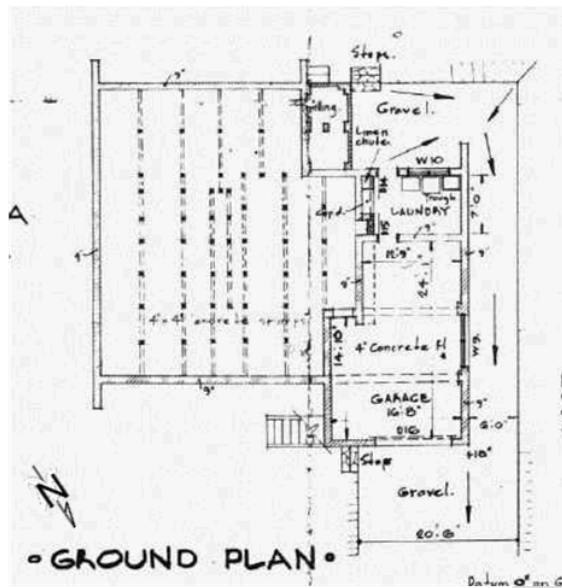


Figure 3. Plan of the ground level, by D G McBain, dated August 1958 (FCC BP).

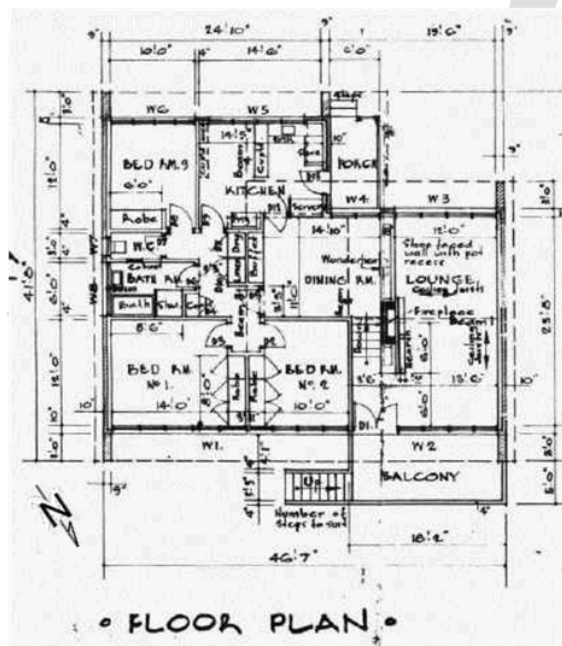


Figure 4. Plan of the upper level, by D G McBain, dated August 1958 (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

The house at 28 Dunstan Street, Frankston South is located in a suburban area characterized by curvilinear streets and single-dwelling properties. The site is flat and has been subdivided to create a 'battle-axe' block to the north and west of the subject building. Constructed in c1958, the house displays characteristics of the Postwar Modernist style.

Set at a slight angle from the front boundary and set back approximately 11 metres, the house is a two-storey masonry building comprising two broadly square volumes. The roof profile of the south volume is flat, whereas the roof of the north volume is a skillion roof which slopes gently upward to the north. Both roofs are clad in metal decking and project slightly beyond the north and south walls, with these walls also extending to the east and west to support the cantilever of the roof in these directions. The walls are largely overpainted brick, with fibre-cement cladding to some walls, and feature stone cladding to the northern elevation of the undercroft garage.

The lower storey includes a garage (with later roller door) and utility areas, with the remainder of the level comprising structural stumps to support the upper storey. The upper storey is accessed via a cantilevered concrete stair to a balcony above the garage and features thin folded metal balustrades with a vertical triangular motif. Expansive timber-framed glazing is a feature of the northern elevation.

Later additions appear to be limited to the provision of a verandah at the rear of the house in 1961, and the later subdivision and subsequent construction of a dwelling at the rear of the property. The balustrade to the balcony above the carport is also a likely later alteration.

A driveway occupies the northeastern boundary and represents a later addition (associated with the subdivision of the lot).

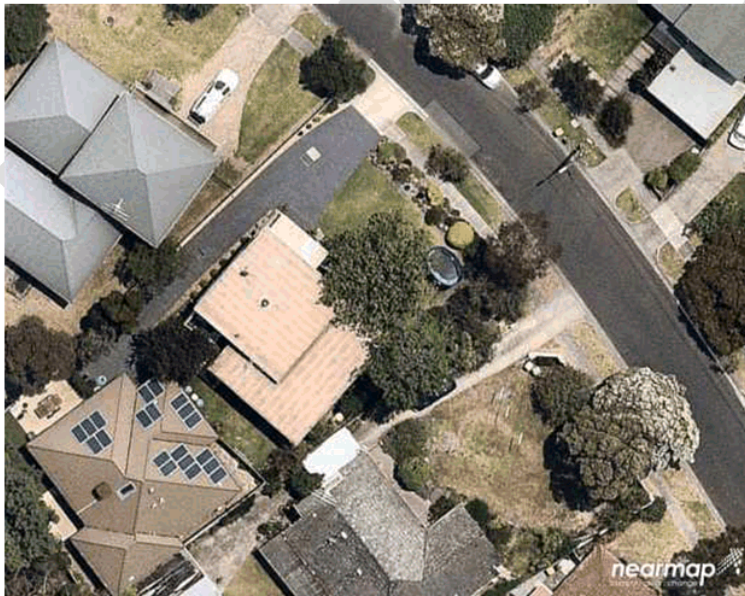


Figure 5. Aerial view showing the subject site, with Dunstan Street to the northeast. (Source: Nearmap, dated December 2019).



Figure 6. Looking southwest from Dunstan Street to the subject site.

Integrity/Intactness

The house at 28 Dunstan Street retains a high degree of integrity in fabric, form and detail to its c1958 construction. It remains highly intact and can be readily understood and appreciated as a Postwar Modernist suburban housing development.

Comparisons

The house at 28 Dunstan Street is a representative example of a Postwar Modernist suburban housing development in the City of Frankston.

A large number of post-war houses, designed in the Modernist architectural style, remain in the municipality. Examples of these are included in the Heritage Overlay of the Frankston Planning Scheme, including a number that were identified as part of the *Frankston City Post-War Modernist Heritage Study, Stages 1 and 2* (2012 and 2014). Examples include:

- 58 Baden Powell Drive, Frankston South (HO61) (Chancellor & Patrick, c1963)
- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (Roy Grounds, 1949)
- 7 Bunangib Court, Frankston (HO12) (1958)
- 4 Fenton Crescent, Frankston South (HO63) (Kevin Borland, 1977)
- Somersby, 30 Gould Street, Frankston (HO64) (Chancellor & Patrick, 1956)
- Tarraleah, 95 Gould Street, Frankston (HO65) (Ian Banner, 1960)
- Stern House, 110 Gould Street, Frankston (HO66) (Chancellor & Patrick, 1958)
- Chancellor House, 1 Gulls Way, Frankston (HO18) (Chancellor & Patrick, c1954)
- Polperro, 6 Gulls Way, Frankston South (HO67) (Chancellor & Patrick, 1958)
- Tilba Tilba, 14 Gulls Ways, Frankston (HO19) (Chancellor & Patrick, 1956)
- 6 Handley Court, Frankston (HO20) (Chancellor & Patrick, 1961)
- 8 Harcourt Avenue, Frankston South (HO68) (Chancellor & Patrick, c1960-61)
- 6 Hillside Grove, Frankston (HO21) (Chancellor & Patrick, 1958)
- 8 Karina Street, Frankston South (HO70) (Ian Banner, 1967)
- Gas Project House, 149 Karingal Drive, Frankston (HO71) (David Dalrymple, 1966)
- Former McClune House, 18 Marcus Road, Frankston South (HO57) (Robin Boyd)
- Kahala, 644 Nepean Highway, Frankston South (HO72) (Robin Boyd, 1966)
- Ael-y-brun, 648 Nepean Highway, Frankston South (HO73) (Rhys Hopkins, 1949)

- Houston House, 675 Nepean Highway (HO27) (Chancellor & Patrick, 1959, 1978)
- 19 Thames Street, Frankston South (HO75) (Chancellor & Patrick, c1956)
- 49 Warringa Road, Frankston South (HO76) (c1970)
- Angliss House, 8 Yamala Drive, Frankston (HO32) Perrott Lyon Timlock & Kesa, 1961)

These examples are substantial individual dwellings, the majority of which are architect-designed. In contrast, the house at 28 Dunstan Street is representative of another common post-war building typology, that of the owner-builder variety, which represents an important phase in the post-war development of Frankston when suburban development was largely focused on lower-cost housing that could be accessed by those on moderate incomes. This phase in Frankston's development is under-represented in the Heritage Overlay and there are currently no examples of owner-builder Postwar Modernist houses in the Heritage Overlay.

While large numbers of this typology remain in the municipality, the house at 28 Dunstan Street is notable for its high level of integrity to its period of construction, which allows it to more clearly demonstrate the characteristics of owner-builder Postwar Modernist houses constructed in the Frankston City Council than other examples of this typology.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 28 Dunstan Street is illustrative of post-war suburban development in the municipality when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

The house at 28 Dunstan Street is a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of small-scale Modernist housing from this period in Frankston and across Victoria more broadly, including an asymmetrical composition, low-pitch roof form, expansive timber-framed glazing, and muted materials palette.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 7 below.



Figure 7. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 1st August 2020)

References

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council: Building Permit Nos. 3692, 9683.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

The Age.

The Argus.

House, 28 Dunstan Street – Statement of Significance, August 2020

Heritage place: House, 28 Dunstan Street, Frankston South

PS ref no.: HO TBC



What is significant?

The house at 28 Dunstan Street, Frankston South, constructed c1958.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its c1958 period of construction, including the asymmetrical composition, low-pitch roof form, expansive timber-framed glazing and undercroft garage.
- The building's high level of integrity to its original design.

Later alterations and additions are not significant.

How is it significant?

The house at 28 Dunstan Street, Frankston South is of local historical and architectural (representative) significance to the Frankston City Council.

Why is it significant?

The house at 28 Dunstan Street is illustrative of post-war suburban development in the municipality when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston (Criterion A).

The house at 28 Dunstan Street is a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of small-scale Modernist housing from this period in Frankston and across Victoria more broadly, including an asymmetrical composition, low-pitch roof form, expansive timber-framed glazing, and muted materials palette (Criterion D).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020

Draft



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CLIFF HAVEN, ILFRACOMBE & HARROW ON THE HILL 19 & 21 HOPES RISE & 1A BRUARONG CRESCENT, FRANKSTON SOUTH



Figure 1. House, 21 Hopes Rise, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

CLIFF HAVEN, ILFRACOMBE & HARROW ON THE HILL

19 & 21 HOPES RISE & 1A BRUARONG CRESCENT, FRANKSTON SOUTH

Place type: Houses	Architect: Not confirmed (attributed to E.F. Billson (Senior and/or Junior))
Construction Date: c1950	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the three property boundaries (see Figure 14).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

The Bruarong Estate subdivision on Oliver's Hill was advertised for sale from 1928, with lots fronting Point Nepean Road (now Hopes Rise) and Bruarong Crescent (*Argus*, 29 Dec 1928:2; *Herald*, 12 Jan 1929:31). In March 1945, Lance Whitaker, pharmaceutical chemist of Kew, purchased Lots 4 and 5 of the subdivision (which comprised the current 19 and 21 Hopes Rise and 1 Bruarong Crescent) (LV:V6807/F225). An aerial photo dated December 1945 shows that the subject site remained undeveloped at this date (Figure 2).

In October 1950, Whitaker sold the lots separately. Lot 4 was sold to Edward Fielder Billson, architectural draughtsman of Prahran, and Lot 5 to Penelope Billson (LV:V6878/F474). Edward (Ted) F Billson (Junior) (1929-2018) was the son of architect Edward Fielder Billson (Senior) (1892-1986) and completed his studies in architecture at the University of Melbourne in 1956. Penelope Billson was the wife of architect E F Billson (Senior) (*Age*, 15 May 1948:2). E F Billson (Senior) and his wife Penelope are known to have resided with their family at 'Clyde' on Oliver's Hill, Frankston in the 1930s and 1940s (*Argus*, 16 Dec 1937:7; 27 Jan 1947:6).

The architectural details of the three houses indicate that they were designed and built as a group. It is probable that the houses were designed by one (or both) of the Billsons.

In 2020, the name 'Cliff Haven' remains on the house at 19 Hopes Rise, 'Ilfracombe' on 21 Hopes Rise and 'Harrow on the Hill' on 1 Bruarong Crescent. The stone fences along the front boundaries and pedestrian and vehicular gates appear to date to the construction of the houses.

The subsequent owners of Lot 4 (which originally comprised the house at 19 Hopes Rise and rear portion of 1 Bruarong Crescent) were the Forsyths from 1953 and Harringtons from 1954 (LV:V7480/F102). The subsequent owners of Lot 5 (which originally comprised the houses at both 21 Hopes Rise and 1 Bruarong Crescent) was the Harringtons from 1953. While Lot 4 and 5 were both under the ownership of the Harringtons, the house at the current 1 Bruarong Crescent was subdivided in 1956. The realignment of the

boundary between 19 and 21 Hopes Rise (with 21 Hopes Rise consolidating part of 19 Hopes Rise) occurred in 1965 (LV:V7480/F103).

In 1976, 'Ilfracombe' at 21 Hopes Rise was advertised for sale (Figure 3), described as a 'lavishly equipped gentleman's residence' with 'separate staff quarters' and built-in garages (Age, 13 Nov 1976:57).

The three properties (matching the current extents) had various subsequent owners.



Figure 2. Aerial photo dated 1945, showing the small amount of subdivision that had occurred in the estate by this date. The subject site is generally indicated by red oval (Landata Victoria, aerial dated Dec 1945).

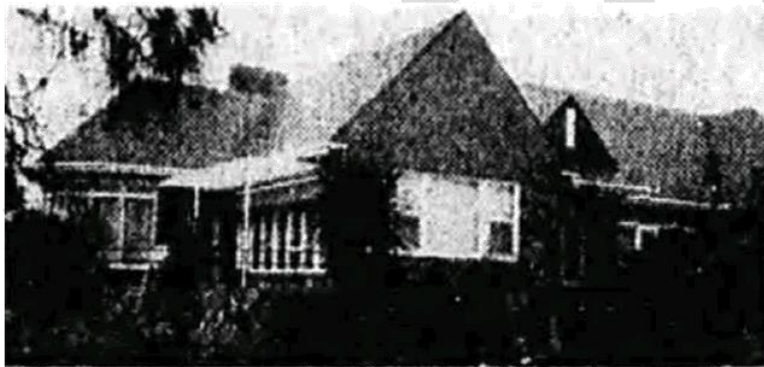


Figure 3. Photo of 'Ilfracombe' at 21 Hopes Rise, published in a 1976 advertisement for the house (Age, 13 Nov 1976:57).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

Cliff Haven, 19 Hopes Rise

The house at 19 Hopes Rise is located on an elevated site in the Oliver's Hill area to the south of Frankston's Metropolitan Activity Centre, overlooking the Nepean Highway and Port Philip Bay to the west. The steep topography of the site enabled a garage to be inserted beneath the house, accessed from Hopes Rise.

The house itself is U-shaped in plan, with a courtyard (now enclosed) to the north (side) elevation formed by two projecting wings. The roofs are steeply pitched and generally hipped, except the flush gable end at the south end of the principal (west) elevation. The roof cladding is terracotta shingles with terracotta ridge capping. There is a single chimney at the north elevation of the westernmost wing.

Expansive glazing occupies most of the principal (west) elevation and the main entry is not visible from the street. The walls are of clinker brick construction and feature decorative brickwork, including recessed Roman brick quoining, a linear motif expressed in dark Roman bricks at the front gable end, a course of headers at the top edge of this gable and dark brick window sills. The gable end also features a modest overhang supported by a flat steel plate embedded between the brick courses at the eaves height. Other decorative features include a weathervane with ship motif at the apex of the front gable end, wrought iron gates, balustrades and cursive script name plate. A pergola structure, supported on three slim posts, runs nearly the full length of the principal elevation.

The house is accessed via a curved brick stair that connects street level with an elevated terrace with wrought iron balustrade. Random stone is used to clad boundary fences and garden retaining walls.

Later changes appear to be limited to the enclosure of the north courtyard with a gable-roofed structure and a pergola at the west elevation may also be a later addition.

21 Hopes Rise

The house at 21 Hopes Rise is located immediately south of 19 Hopes Rise, on the corner of Hopes Rise and Bruarong Crescent. Like its neighbour it is elevated about street level, overlooking the Nepean Highway and Port Philip Bay to the west.

The house is two-storey and of brick construction, with a complex steeply-pitched roof. The main roof runs parallel to Bruarong Crescent with two main perpendicular wings, each of which terminate in gable ends. A prominent projecting curved bay with conical roof is at the northern end of the principal (west) elevation, and a secondary gable is located on the south elevation. The roof cladding is terracotta shingles with terracotta ridge capping. The gable ends also feature a modest overhang supported by a flat steel plate embedded between the brick courses at the eaves height and a tall, rectangular chimney, with a single corbel and soldier brick capping, is located on the north elevation.

The walls are of clinker brick construction and feature decorative brickwork, including recessed Roman brick quoining, randomly placed dark Roman bricks in the main gable end and a course of headers at the top edge of this gable. Other decorative features include a weathervane with rooster motif at the apex of the conical roof and the wrought iron gates, balustrades and cursive script name plate. The secondary gable end is filled with diagonal brickwork, imitation half-timbering and a large timber louvred vent. A pergola structure, supported on two slim posts protects the extensive timber-framed glazing of the principal (west) elevation. The projecting curved bay at this elevation is also extensively glazed.

The house is accessed via a partially cantilevered concrete balcony that extends across the south elevation and part of the west elevation. The balcony itself is accessed via a concrete stair clad with random stonework.

Similar random stonework is also used to clad stairs, walls and garden paths. A curvilinear wrought iron balustrade is installed at the edge of the balcony and is contiguous with the stair handrail.

Later changes appear to be limited to a modest single-storey extension at the north elevation.

1A Bruarong Crescent

The house 1A Bruarong Crescent is located immediately to the rear (east) of 21 Hopes Rise.

The house is a two-storey building of brick construction, with a single steeply-pitched gabled roof clad in terracotta shingles with terracotta ridge capping. The flush gable ends at the east and west elevation feature a modest overhang supported by a flat steel plate embedded between the brick courses at the eaves height. A tall, rectangular chimney, with a single corbel and soldier brick capping, is located at the centreline of the west elevation. The principal (south) elevation is symmetrical, with the main entry centrally located and recessed. The lower storey of this elevation projects to create a full-length balcony above.

The walls are clinker brick and feature decorative brickwork including recessed Roman brick quoining and a course of headers at the top edge of the gable ends. Other decorative features include wrought iron detailing including the front gate and screen door to the main entry. The entry recess is highlighted with a render finish to all surfaces, including the surround, and is slightly elevated on three random stone clad steps. Random stone is also used to clad low garden walls and garden paths.

Later changes appear to be limited to the pergola-structure that serves as a carport along the east side of the house, associated tall picket fence and a substantial single-storey addition to the rear (north).



Figure 4. Aerial view of 19 Hopes Rise (top), 21 Hopes Rise (lower left) and 1A Bruarong Crescent (lower right). Roadway at far left is the Nepean Highway (Source: Nearmap dated December 2019)



Figure 5. Entry of 19 Hopes Rise, showing stone walling and 'Cliff Haven' name.



Figure 6. 19 Hopes Rise (left) and 21 Hopes Rise (right).



Figure 7. Principal (west) elevation of 21 Hopes Rise.



Figure 8. South elevation of 21 Hopes Rise.



Figure 9. Garden entry at south elevation of 21 Hopes Rise, as viewed from Bruarong Crescent.



Figure 10 & 11. The south elevation of 21 Hopes Rise's western (at left) and eastern (at right) gable ends.



Figure 12. Looking north to 1A Bruarong Crescent.



Figure 13. View to front entry of 1A Bruarong Crescent.

Integrity/Intactness

Cliff Haven, Ilfracombe & Harrow on the Hill retain a high degree of integrity in fabric, form and detail. They remain highly intact and can be readily understood and appreciated as a coherent group of post-war residences that draw on influences from the Old English architectural style.

Comparisons

The houses at 19 & 21 Hopes Rise and 1A Bruarong Crescent are of note as a group of fine and highly intact residences built in the municipality in the early post-war period. The stylistic details of the three houses indicate that they were designed and built as a group. It is probable that they were designed by architect, Edward Fielder Billson and/or his son Edward (Ted) F Billson.

There are very few comparisons included in the Heritage Overlay of the Frankston Planning Scheme. The house, Warcock, at 32 Myrtle Street, Langwarrin (HO37) is the only house of a similar period included in the Heritage Overlay. This property is significant for historical associations only and lacks the architectural distinction of the houses at 19 & 21 Hopes Rise and 1A Bruarong Crescent.

In comparison, Cliff Haven, Ilfracombe & Harrow on the Hill are notable as a highly intact and architecturally coherent group of houses, for their high degree of integrity (including their intact landscaping) and their clear association with the early post-war development of Oliver's Hill. They contribute to the varied collection of properties included in the Heritage Overlay of the Frankston Planning Scheme.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Cliff Haven, Ilfracombe & Harrow on the Hill are illustrative of the suburban development of Frankston in the early post-war period, when the area witnessed a significant population boom during which large numbers of permanent housing for commuters were constructed. They are associated with the practice of subdividing

large estates for residential purposes and, in particular, demonstrate the appeal of Oliver's Hill as a favoured location for wealthy individuals to establish permanent residences.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Cliff Haven, Ilfracombe & Harrow on the Hill form a well-resolved and coherent grouping of post-war residences. Designed and built as a group, the trio of houses feature a range of characteristics that draw on the English Domestic Revival architectural styles, including clinker brick construction with decorative brick detailing, steeply pitched roofs clad in terracotta shingles, balconies/terraces enclosed by wrought iron decorative balustrading, and garden paths and boundary walls clad in stone. Additional wrought iron detailing includes weathervanes and cursive script name plates. The prominent rounded bay with conical roof of the house at 21 Hopes Rise is a particularly distinctive feature. The three houses, sited at the crest of Oliver's Hill with panoramic views over Port Phillip Bay, present a picturesque composition.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	Yes – front fences
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the three property boundaries as indicated in Figure 14 below.

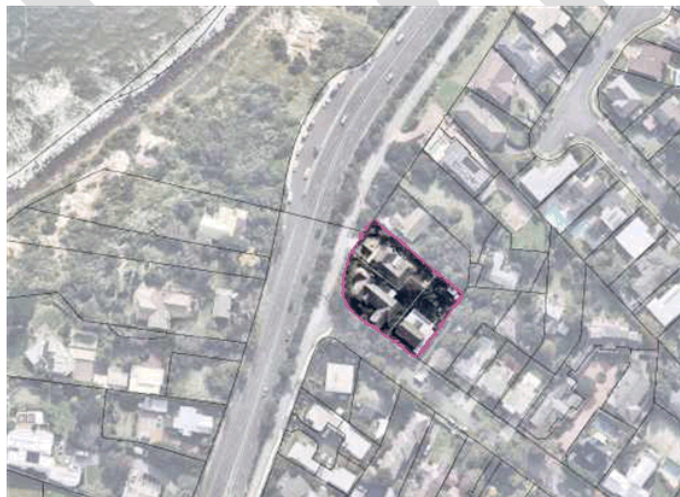


Figure 14. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1 August 2020)

References

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

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The Argus.

The Herald.

Cliff Haven, Ilfracombe & Harrow on the Hill – Statement of Significance, August 2020

Heritage place: Cliff Haven, Ilfracombe & Harrow on the Hill, 19-21 Hopes Rise & 1A Bruarong Crescent, Frankston South

PS ref no.: HO TBC



What is significant?

Cliff Haven, Ilfracombe & Harrow on the Hill at 19-21 Hopes Rise and 1A Bruarong, Frankston South.

Elements that contribute to the significance of the place include (but are not limited to):

- The form, materials and detailing from the early post-war era of construction of the three houses, including their clinker brick construction with decorative brick detailing, steeply pitched roofs clad in terracotta shingles, balconies/terraces enclosed by wrought iron decorative balustrading, additional wrought iron detailing including weathervanes and cursive script name plates, and garden paths and boundary walls clad in stone.
- The high level of integrity to the original design of the three houses.

Later alterations and additions including the carport on the eastern side of 1A Bruarong Crescent and the associated tall picket fence are not significant.

How is it significant?

Cliff Haven, Ilfracombe & Harrow on the Hill are of local historical and aesthetic significance to the Frankston City Council.

Why is it significant?

Cliff Haven, Ilfracombe & Harrow on the Hill are illustrative of the suburban development of Frankston in the early post-war period, when the area witnessed a significant population boom during which large numbers of permanent housing for commuters were constructed. They are associated with the practice of subdividing large estates for residential purposes and, in particular, demonstrate the appeal of Oliver's Hill as a favoured location for wealthy individuals to establish permanent residences (Criterion A).

Cliff Haven, Ilfracombe & Harrow on the Hill form a well-resolved and coherent grouping of post-war residences. Designed and built as a group, the trio of houses feature a range of characteristics that draw on the Old English architectural style, including clinker brick construction with decorative brick detailing, steeply pitched roofs clad in terracotta shingles, balconies/terraces enclosed by wrought iron decorative balustrading, and garden paths and boundary walls clad in stone. Additional wrought iron detailing includes weathervanes and cursive script name plates. The prominent rounded bay with conical roof of the house at 21 Hopes Rise is a particularly distinctive feature. The three houses, sited at the crest of Oliver's Hill with panoramic views over Port Phillip Bay, present a picturesque composition (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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HOUSE

147 HUMPHRIES ROAD, FRANKSTON SOUTH



Figure 1. House, 147 Humphries Road, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

HOUSE

147 HUMPHRIES ROAD, FRANKSTON SOUTH

Place type: House	Architect: Not known
Construction Date: Victorian period	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: Refer to Figure 7

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria and other historical repositories was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed. No pre-1906 historical information for this property could be sourced during the course of this study.

In 1906, Thomas Bent MLA of Brighton subdivided 1,307 acres east of Humphries Road, Frankston South, selling lots from 1907. Following his death in 1909, Bent's holdings were granted to Elizabeth Bleazby, married woman of the same address in 1910, who continued to on-sell the lots (LV:V3143/F493). William Parker, civil servant of The Mines Department Melbourne, acquired a number of the lots in May 1912 (totalling 218 acres; including the subject site), which he further subdivided (LV:V3600/F923).

In January 1920, Albert Charles Knapp, railway employee, purchased just under 12 acres which included the subject site (LV:V4284/F716).

The property had a number of subsequent owners, who subdivided the property further. The lot comprising the subject site, totalling just under five acres, was eventually sold to Francis Gray, Brighton medical practitioner (LV:V4284/F716; V5554/F737).

Owners from 1937 were Arthur, Thomas, John and Frederick Reigel, all retired farmers of Brighton (LV:V6142/F259). No. 151 Humphries Road was subdivided off in 1941 (LV:V6461/F041). Members of the Reigel family retained ownership of the property until 1946, when the property was sold to Leslie Johnson, civil servant. From 1955 the owners were the Spacey and Stevens family (LV:V6534/F694). In the 1960s and 1970s the property was called 'Gay Rob' (LV:V6534/F694; Age, 28 Jun 1975:112).

From 1969, the property was owned by Arthur Mammen of 'Blair Athol', Mount Eliza, Peter Gosney and Pamela Munro (LV:V6534/F694). Both 143 and 145A Humphries Road were subdivided off the rear of the property in 1969. The current extent of 147 Humphries Road was created in 1970, at which date it was sold to the Hodgsons (LV:V8789/F963; V8853/F140). Subsequent owners were the Lintons from 1975, and Spurlings from 1997 (LV:V8853/F140).

Recent additions and alterations to the house appear to include the verandah to the front elevation of the house, the verandah off the north elevation, and the carport at the north-west corner of the house.

In 2020 the name 'Farthings' appears on the bluestone entrance gates.

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

The house at 147 Humphries Road is set below street level on a steeply sloping site which slopes down from Humphries Road to the Sweetwater Creek South Branch in the east.

The house displays characteristics of the Victorian Italianate style. It is rectangular in plan, with a polygonal projecting bay to the principal (west) elevation. The hipped roof is clad in corrugated steel sheeting and regularly spaced timber consoles line the eaves. Two chimneys are simply detailed with a render finish and a single corbel capping; a steel cowl is installed to the southeast chimney.

The house is of timber construction with the principal (west) elevation featuring an unusual cladding to the walls that imitates stretcher-bond brickwork. The side walls are clad in weatherboard. Three timber-framed double-hung windows to the projecting bay have decorative timber mouldings to the surrounds. A timber-framed tripartite window under the verandah, and the four-panel front door, have narrow sidelights and similar timber mouldings to the surrounds of the bay windows.

The house is accessed via a concrete driveway from Humphries Road. An established row of Monterey Cypress (*Cupressus macrocarpa*) along the front boundary, likely an overgrown privacy hedge, appears to be contemporaneous with the house.

Changes to the place include the replacement of the front verandah with a simply detailed hipped roof verandah, construction of a full length verandah along the north elevation, replacement of the roofing material, and additions to the rear (east). A detached carport, with shade sail structure, is located immediately northwest of the house, and a second outbuilding is located to the southeast of the house.



Figure 2. Aerial view of 147 Humphries Road (indicated)
(Source: Nearmap, dated December 2019).



Figure 3. Looking east over brushbox fencing to the principal elevation of 147 Humphries Road.



Figure 4. Oblique view looking north from Humphries Road to house, showing bluestone pillars to driveway entry.



Figure 5. Oblique view looking southeast to the site from Humphries Road, showing mature Cupressus row planting to the front (west) boundary.



Figure 6. Looking south along the side (north) driveway access to the carport (later addition).

Integrity/Intactness

The house at 147 Humphries Road retains a high degree of integrity to the Victorian period in fabric, form and detail. While the building has undergone some alterations, including the replacement of the original verandah, these do not diminish the ability to understand and appreciate the place as a highly intact example of a Victorian Italianate residence.

Comparisons

The house at 147 Humphries Road is of note as a highly intact example of a Victorian Italianate residence in the Frankston City Council.

The residence has few comparators in the municipality and only one example of a Victorian dwelling is currently included in the Heritage Overlay of the Frankston Planning Scheme – 6 Petrie Street, Frankston (HO58). The house at 6 Petrie Street, Frankston (HO58) is a single-storey brick dwelling, constructed in 1887-88 by James Raeburn Petrie, a coal merchant from St Kilda. The house is a fine and highly intact example of a late nineteenth century Victorian residence and displays characteristics typical of the Victorian Italianate style including a symmetrical composition, polychromatic brickwork, concave post-supported verandah with cast-iron decorative frieze, hipped roofs, and prominent chimneys.

The house at 147 Humphries Road similarly retains a high degree of integrity to clearly demonstrate the characteristics of a nineteenth century Victorian residence in the Frankston City Council. It is comparable to 6 Petrie Street and displays a range of similar characteristics from the period, including its asymmetrical composition, hipped roof with prominent chimneys and bracketed eaves, faceted bay and double-hung windows.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 147 Humphries Road is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments

The house at 147 Humphries Road is a fine and highly intact example of a Victorian Italianate residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its asymmetrical composition, faceted bay, bracketed eaves, double-hung windows and hipped roof with prominent chimneys.

Criterion E: Importance in demonstrating particular aesthetic characteristics

The house at 147 Humphries Road is a carefully designed and well-resolved example of a Victorian Italianate house. The building's asymmetrical massing, prominent chimneys, bracketed eaves and faceted bay, combined with its expansive garden setting including the distinctive row of Monterey Cypress (*Cupressus macrocarpa*) fronting the property, present a picturesque composition of this architectural style.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	Yes – row of Monterey Cypress along the front boundary of the property
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary to the sides and rear of the property and to the edge of the road alignment to the front of the property as shown in Figure 7.



Figure 7. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 3rd August 2020)

References

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

The Age.

The Argus.

House, 147 Humphries Road – Statement of Significance, August 2020

Heritage place: House, 147 Humphries Road,
Frankston South

PS ref no.: HO TBC



What is significant?

The house at 147 Humphries Road, Frankston South.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its Victorian era period of construction, including its asymmetrical form, hipped roof with prominent chimneys, bracketed eaves and faceted bay.
- The building's high level of integrity to its original design.
- The row of mature Monterey Cypress fronting the property.

The addition to the northwest of the residence, the carport and the current form and materials of the front verandah are not significant.

How is it significant?

The house at 147 Humphries Road is of local historical, architectural (representative) and aesthetic significance to the Frankston City Council.

Why is it significant?

The house at 147 Humphries Road is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a

period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township (Criterion A).

The house at 147 Humphries Road is a fine and highly intact example of a Victorian Italianate residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its asymmetrical composition, faceted bay, bracketed eaves, double-hung windows and hipped roof with prominent chimneys (Criterion D).

The house at 147 Humphries Road is a carefully designed and well-resolved example of a Victorian Italianate house. The building's asymmetrical massing, prominent chimneys, bracketed eaves and faceted bay, combined with its expansive garden setting including the distinctive row of Monterey Cypress (*Cupressus macrocarpa*) fronting the property, present a picturesque composition of this architectural style (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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SUNNINGDALE

88 KARS STREET, FRANKSTON SOUTH



Figure 1. House, 88 Kars Street, Frankston South (realestate.com).

DATE: August 2020

FILE: 2020-007

SUNNINGDALE

88 KARS STREET, FRANKSTON SOUTH

Place type: House	Architect: W P R (Race) Godfrey
Construction Date: Interwar period	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 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 (cited in Jones 1989:37).

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From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

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In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

In 1929 Harold Elliott, Melbourne solicitor, subdivided just over 59½ acres between Kars Street and Sweetwater Creek, selling lots from May 1929 (lots continued to be sold by his executors following his death in 1931) (LV:V5542/F321).

In September 1934, Keith Brayton Brown, medical practitioner 'of Kars Street, Frankston' purchased four adjacent lots within the subdivision (Lots 146, 147, 156 & 157, which included the current 88 Kars Street). The lots totalled just over one acre and were bound by Kars Street, Liddesdale Avenue and Hillside Grove (LV:V5921/F090). The English Domestic Revival style house appears to have been constructed during this period.

The house was designed by architect Race Godfrey (Age, 8 May 1991:35). The stone entrance and mature exotic trees may date to the same period as the house.

In 1963, part of the property (the current 4 Hillside Grove) was subdivided off and on-sold (LV:V8393/F631). A plan of the property (Figure 2), that appears to date to 1974 under owner Dr K B Brown, shows a footprint of the house and what appears to be an earlier outbuilding, in the location of the current garage (PSP).

Keith Brown remained the owner of the subject site until his death in 1984, when the property was granted to Peter Brown of Yass, New South Wales (LV:9203/F722). The house was called 'Sunningdale' in 1991, when it was advertised for sale (Figure 3). Articles described the 10-roomed brick dwelling as a 'white-painted house, topped with terracotta shingles' with outbuildings that included a double garage with a workshop. The house was set in over 1/4 acre of mature parklike grounds (Age, 8 May 1991:35).

In 1991 the property was purchased by Robin Allan and Joy Brunton (LV:9203/F722). In 2020 the property continues to be called 'Sunningdale'.

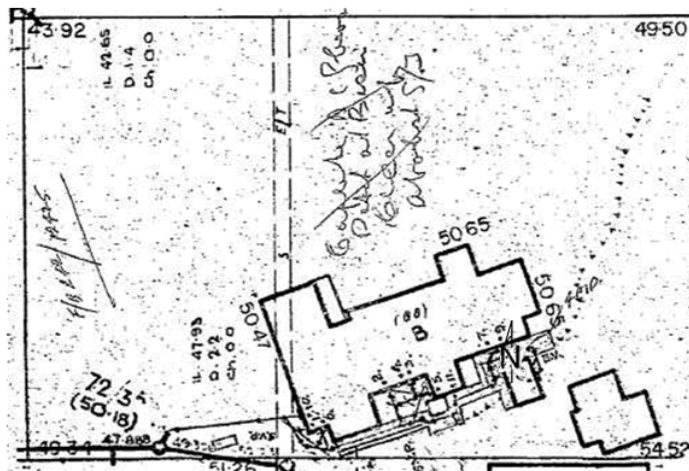


Figure 2. Footprints of buildings at the subject site, on a site plan that appears to date to 1974 (PSP).

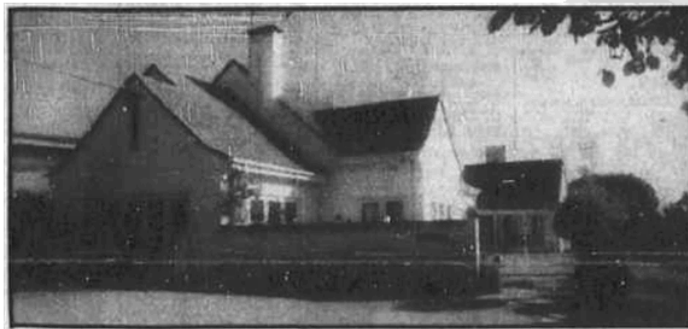


Figure 3. Photo of the house published in *The Age* in 1991 (8 May 1991:35).

W P Race Godfrey, architect

William Purves Race Godfrey (1907-1983) was Melbourne born, graduating from the University of Melbourne with a Bachelor of Architecture in 1933. Race Godfrey's father was prominent architect William S P Godfrey (1872-1953), who formed the firm Godfrey & Spowers in 1901 (Murphy & Raworth 2012:278-79).

While a student, Godfrey worked for Gawler & Drummond (1929-1931) and his father's firm Godfrey & Spowers (1931-1934). After becoming an associate to the RVIA in 1934, Godfrey commenced his own practice, before returning to Godfrey & Spowers by c1938 (Murphy & Raworth 2012:279; *Herald*, 7 Feb 1938:10).

Following World War II in c1949, Godfrey expanded the firm, taking partners Eric Hughes, Geoffrey Mewton and John Lobb, to form Godfrey Spowers Hughes Mewton & Lobb, which was later simplified to Godfrey & Spowers Pty Ltd. The firm's prominence grew in the 1950s and 1960s, specialising in large office and institutional buildings (Murphy & Raworth 2012:279). Today the practice continues as Spowers Architects.

Godfrey was president of the RVIA in 1956-57 and a member of the National Capital Planning Committee from 1958-67. He was awarded the RAlA Gold Medal in 1967 (Murphy & Raworth 2012:279).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

Sunningdale is a large attic-storey house in a residential suburban area to the south of Frankston's Metropolitan Activity Centre. The house is located at the rear (south) of the site and is offset approximately 30° from the axes of the boundaries. The main gravel driveway to the property leads from the corner of Kars Street and Liddesdale Road to a large gravelled area to the east of the house. A second driveway entrance, at the southeast corner of the site, is accessed from Kars Street. Constructed in the Interwar Period, the house displays characteristics of the English Domestic Revival style.

The house is rectangular in form with a main gabled-roof section running in an east-west direction. Bellcast gable ends and a series of dormer windows project to the north from the main building form. All roofs are clad in terracotta shingles with distinctive gable cappings that turn the edge to the flush gable ends. There are three simple rectangular chimneys; one chimney (the easternmost) has a simple flat cowl in a dark material.

The house is primarily of brick construction (overpainted), with some walls – such as at the projecting gable end at the northwest corner – and the dormers clad in weatherboard. Rectangular louvred vents are positioned at the upper centre of the gable ends. Corbelling at the eaves appears to contrast with the texture of the overpainted brickwork. The doors and windows are timber-framed. A pergola structure spans the courtyard space between two projecting gable ends at the south elevation.

Later additions include a large two-storey detached garage to the southeast of the house, and a small detached room positioned between the main house and the garage. Both additions have gabled roofs clad in corrugated steel sheeting.

The house overlooks an expansive garden setting which includes curvilinear garden beds, stone edging and garden paths, and several mature tree specimens interspersed between areas of lawn. The boundaries are fenced in later cyclone-mesh fence that is embedded in hedge plantings of *Muhlenbeckia* and *Syzygium* species. Sections of stone walling at the main driveway entry may be contemporaneous with the construction of the house. The gates at this entry are in wrought iron and are probably later additions.



Figure 4. Aerial view of 88 Kars Street (Source: Nearmap, dated December 2019).



Figure 5. View from the corner of Kars and Liddesdale Avenue, looking southwest along the driveway to Sunningdale's east elevation.



Figure 6. Principal (north) elevation of Sunningdale (Source: Domain.com.au, dated June 2014)



Figure 7. Principal (north) elevation of Sunningdale (Source: Domain.com.au, dated March 2015)



Figure 8. Looking east to the northwest corner of Sunningdale, showing topography change and formal garden elements (Source: Domain.com.au, dated June 2014)



Figure 9. Looking west to later detached garage addition and driveway entry at the southern extent of the site's eastern boundary.

Integrity/Intactness

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

Sunningdale appears to retain a high degree of integrity in fabric, form and detail. It appears to remain highly intact and can be readily understood and appreciated as a substantial Interwar residence designed in the English Domestic Revival style.

Comparisons

Sunningdale is of note as a fine and highly intact example of a substantial Interwar residence built in the Frankston City Council. Following the 1880s boom period and into the early twentieth-century, Frankston established itself as a favoured site for wealthy Melburnians who constructed large, two-storey residences which often replicated the form of houses then found in Melbourne's wealthiest suburbs.

A number of substantial houses remain in the municipality to demonstrate this historic trend and the following examples of these are included in the Heritage Overlay of the Frankston Planning Scheme, including:

- Westerfield, 72-118 Robinsons Road, Frankston South (VHR H2200 & HO5)
- Bruce Manor, 34 Pinehill Drive, Frankston (VHR H1998 & HO29)
- St Mirins, 140 Golf Links Road, Baxter (HO3) (1934)
- Tower View, now Tower House, 2-3 Bentick Street, Frankston (HO11) (1927)
- 106 Kars Street, Frankston (HO22) (1938)
- Portland Lodge, 1 Plummer Avenue, Frankston (HO30) (1934)
- Lloyd's House, 31 Craven Road, Langwarrin (HO36) (c1920)
- Markalia, 273 Nepean Highway, Seaford (HO44) (1929)

These properties demonstrate a broad range of architectural styles that are typical of the period in which they were constructed. The house at 106 Kars Street and Markalia at 273 Nepean Highway exhibit similar characteristics of the English Domestic Revival style to the property at 88 Kars Street. A number of examples included in the Heritage Overlay are also designed by well-known Melbourne architects, including St Mirins (designed by Bates Smart McCutcheon) and Portland Lodge (designed by Mewton & Grounds).

Sunningdale retains sufficient integrity to clearly demonstrate the characteristics of a substantial residence constructed in the Frankston City Council in the interwar period. Designed in the English Domestic Revival style by noted architect, W P R Godfrey of Godfrey & Spowers, it is a fine and highly intact example of an architect-

designed residence in the municipality and contributes to the varied collection of properties included in the Heritage Overlay of the Frankston Planning Scheme.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Sunningdale is illustrative of the suburban development of Frankston in the interwar period, when a substantial number of permanent homes and residences were constructed alongside the many guesthouses and holiday homes that characterised the seaside resort town. The house clearly illustrates the rise in popularity of the seaside location as a place to establish permanent residences following the electrification of the railway line in the 1920s and the rise in private car ownership. Designed by architect, W P R Godfrey of Godfrey & Spowers, Sunningdale also demonstrates the appeal of architect-designed residences in the bayside suburb in the interwar period.

Criterion E: Importance in displaying particular aesthetic characteristics

Sunningdale is a carefully designed and well-resolved example of an English Domestic Revival residence. The principal elevation, with terracotta shingle clad roofs, bell-cast gabled roof forms with terracotta gable cappings, louvred timber vents, tall chimney and large picture windows, combine with the extensive garden setting to create a picturesque and finely detailed composition of this architectural style.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history

Sunningdale has a strong association with noted architect, W P R Godfrey, who designed the residence in the 1930s. Godfrey, a principal partner of renowned architectural practice Godfrey Spowers, had a close association with Frankston, having designed his own holiday house there in 1939. Sunningdale is a fine example of Godfrey's residential design work from the interwar period.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary shown at Figure 10.



Figure 10. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 20 August 2020)

KEY
EXISTING HERITAGE OVERLAY (HO)
PROPOSED HO EXTENT

References

Frankston and Somerville Standard.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History.*

Herald.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

Murphy, Guy & Bryce Raworth (2012), 'Godfrey & Spowers' in Philip Goad & Julie Willis (Eds.) *The Encyclopedia of Australian Architecture*, Port Melbourne, pp278-79.

Property Sewerage Plan (PSP).

The Age.

The Argus.

Sunningdale – Statement of Significance, August 2020

Heritage place: Sunningdale, 88 Kars Street,
Frankston

PS ref no.: HO TBC



88 Kars Street, Frankston (realestate.com).

What is significant?

Sunningdale at 88 Kars Street, Frankston.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its interwar period of construction, including its terracotta shingle-clad gabled roof form, prominent chimney, large picture windows and elevated siting within a large garden setting.
- The building's high level of integrity to its original design.

The later attic storey garage and detached studio room are not significant.

How is it significant?

Sunningdale is of local historical, aesthetic and associative significance to the Frankston City Council.

Why is it significant?

Sunningdale is illustrative of the suburban development of Frankston in the interwar period, when a substantial number of permanent homes and residences were constructed alongside the many guesthouses and holiday homes that characterised the seaside resort town. The house clearly illustrates the rise in

popularity of the seaside location as a place to establish permanent residences following the electrification of the railway line in the 1920s and the rise in private car ownership. Designed by architect, W P R Godfrey of Godfrey & Spowers, Sunningdale also demonstrates the appeal of architect-designed residences in the bayside suburb in the interwar period (Criterion A).

Sunningdale is a carefully designed and well-resolved example of an English Domestic Revival-style residence. The principal elevation, with terracotta shingle clad roofs, bell-cast gabled roof forms with terracotta gable cappings, louvred timber vents, tall chimney and large picture windows, combine with the extensive garden setting to create a picturesque and finely detailed composition of this architectural style (Criterion E).

Sunningdale has a strong association with noted architect, W P R Godfrey, who designed the residence in the 1930s. Godfrey, a principal partner of renowned architectural practice Godfrey Spowers, had a close association with Frankston, having designed his own holiday house there in 1939. Sunningdale is a fine example of Godfrey's residential design work from the interwar period (Criterion H).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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HOUSE

5 MULGRA STREET, FRANKSTON SOUTH



Figure 1. House, 5 Mulgra Street, Frankston South (Realestate.com.au, photo dated 2015).

DATE: August 2020

FILE: 2020-007

HOUSE

5 MULGRA STREET, FRANKSTON SOUTH

Place type: House	Architect/Designer: Alistair Knox
Construction Date: c1981	Builder: Not confirmed
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 8).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 as:

A postal fishing village, beautifully situated at the mouth of the Tangeonong or Cannonook Creek. It has a school, post office, one hotel, the Frankston [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

John Glover, surgeon, and Eleanor Glover purchased what is now addressed as 5 Mulgra Street, Frankston South in October 1979 (LV:V8307/F209). The mud brick house was designed by builder, designer & environmentalist Alistair Knox, of Alistair Knox & Associates of Eltham. The consulting engineer was Gordon Doering of Olinda (FCC BP; Alistair Knox website).

Drawings dated July 1980 (amended November 1980) describe the adobe brickwork and fixed and casement windows (Figure 2 – Figure 4). The date of the plans suggest the house was built c1981.

The Glovers retained ownership of the house until 2016 (LV:V8307/F209).

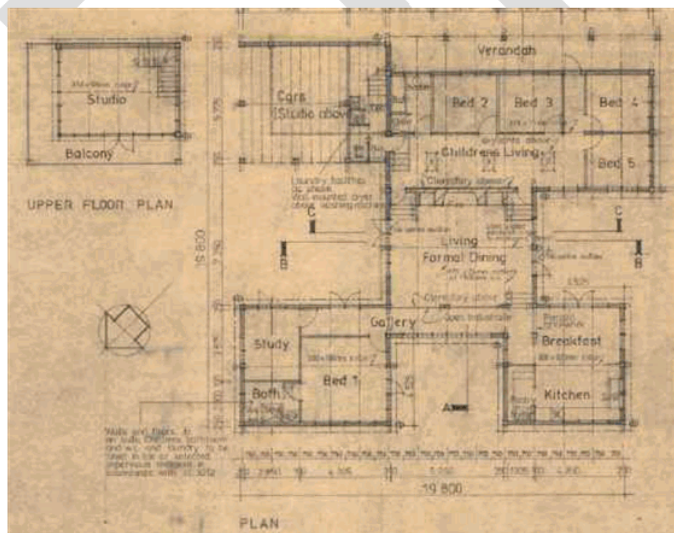


Figure 2. Floorplan, by Alistair Knox & Associates, dated July 1980 (amended Nov 1980) (FCC BP).

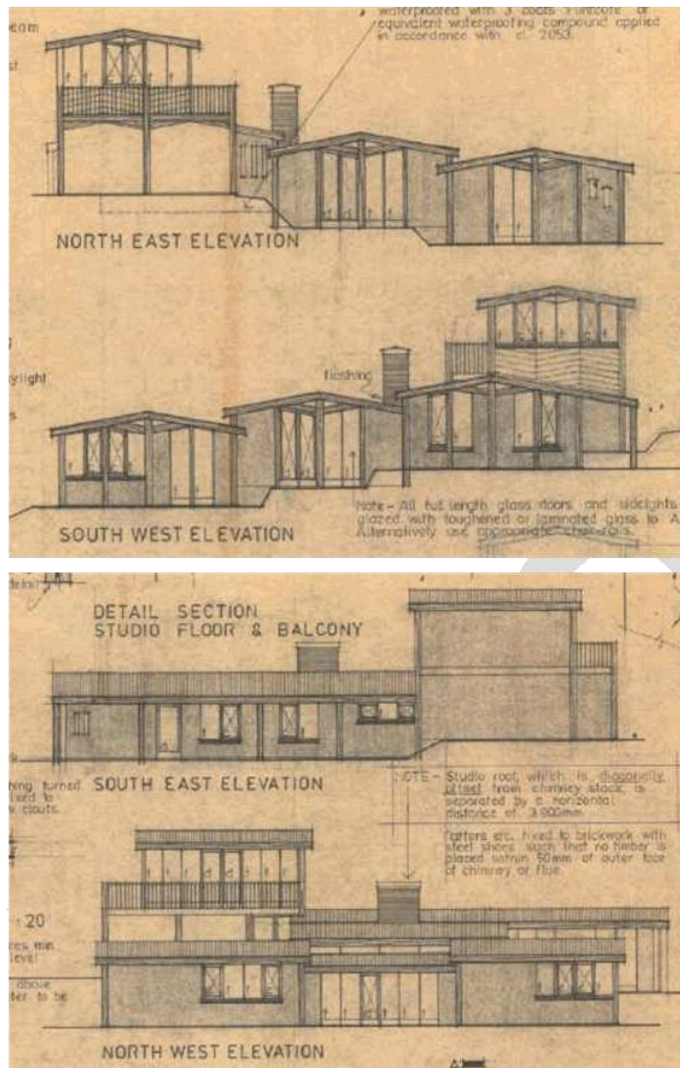


Figure 3. Drawings by Alistair Knox & Associates, dated July 1980 (amended Nov 1980). Top is the north-east elevation to Mulgra Street (FCC BP).

Figure 4. The side elevations. Drawings by Alistair Knox & Associates, dated July 1980 (amended Nov 1980) (FCC BP).

Alistair Knox, builder, designer & environmentalist

Alistair Knox (1912-1986) was a prominent designer, builder and environmentalist, best-known for his mud brick houses. Born in Melbourne in 1912, he began studying architecture and building construction at Melbourne Technical College following World War II, but left soon after to commence building with a small team in 1947.

Knox's career could be categorised into stages, commencing with the 'first mud brick period' from 1947 to 1953, when the shortage of conventional building materials in the post-war period led Knox to consider the use of mud brick as a sensible and economical alternative. Subsequent stages in his career are defined as the 'modular houses' period between 1955 and 1961, the 'second mud brick' period from 1964 to 1972, his 'mature building' period from 1973 to 1983 and the 'twilight' stage from 1984 to 1986. Throughout his career

Knox designed over 1,000 houses, of which about 300 were constructed of mud brick, dating to either pre-1955 or post-1964 (Alistair Knox website).

Knox's design and construction theories were influenced by Justus Jorgenson (founder of Montsalvat, Eltham), early Victorian-era architect Francis Greenaway, the architecture and landscape ideals of Walter Burley Griffin and the organic design principles of Frank Lloyd Wright. Knox also admired the Modernist work of architects Robin Boyd and (Sir) Roy Grounds (Goad 2012:387; Alistair Knox website). Reclaimed materials were often a significant element of his designs, as were complementary indigenous plantings and landscapes, designed by landscape designers Ellis Stones, Gordon Ford and Peter Glass. Knox's work 'demonstrated how Australians could live in harmony with the landscape and established the mud-brick home as an attractive option for a wide cross-section of the Australian community' (Alistair Knox website). His ideas and buildings found broad influence and acceptance in the late 1960s and 1970s. In terms of Knox's design approach, in the 1960s:

Alistair's architectural vocabulary solidified. He moved to a 900mm module which resulted in windows and doors, which extended from floor to ceiling, providing a vertical element to his horizontal buildings. Clerestory lighting became universal. On sloping sites split-levels allowed the house follow the contours of the land (Alistair Knox website).

In the 1970s, after Knox began using a variety of builders for projects, his approach diversified:

Freed from the uniformity of style required by professional builders Alistair's designing became more individual and was governed instead by the ability of the builder and the available materials. It was during this decade that Alistair's mud brick reputation rests. Almost all the houses in this period were adobe (Alistair Knox website).

Key examples of his work include the Collier House in Eltham (1974), Huggett House in Eltham (1975) and Pittard House in Research (1978-9). An article published in *The Age* in 1980 reported on mud brick houses in Melbourne and noted that 'thanks largely to the efforts of Alistair Knox in Eltham ... mud brick has the same acceptance as any other building material in Melbourne' (*Age*, 19 Jul 1980:101). The article noted that Knox, an environmental planner, and his partner John Pizzey, had built earth houses in 65 municipalities.

Knox was one of the most prominent practitioners of the earth-building movement in Australia, writing for newspapers, appearing on radio and opening his houses to the public to promote the virtues of his design and living principles. Knox authored a number of books and publications, including the influential *Living in the Environment* (1975) and *Alternative housing: building with the head, the heart and the hand* (1980). Knox was a founding member of the Australian Institute of Landscape Architects (AILA) in 1967 and the recipient of an honorary doctorate of architecture from The University of Melbourne in 1984 (Goad 2012:388).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
- 6.7 Making homes for Victorians

Description

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

The house at 5 Mulgra Street is a mud brick dwelling on a rectangular, heavily vegetated site on the west side of Mulgra Street in Frankston South. This part of Frankston South has a 'bush block' character, with the heavily vegetated Sweetwater Creek South Branch to the west. The house is set back approximately 30m from the boundary to Mulgra Street and is largely obscured by an established bush setting. The terrain slopes steadily down from Mulgra Street to the west. Constructed in c1981, the house is an example of a Postwar Modernist design built with mud brick.

The house comprises five rectilinear volumes arranged along axes parallel to the site boundaries and across several level changes. It is of load bearing timber post and beam construction with mud brick infill panels with render wash finish to external walls, and internal walls of clay brick or timber. A chimney located near the centre of the composition is constructed with brown clay brick. Shallow-pitched gable roofs are clad in sheet metal and windows and glazed doors are timber framed. They are typically full height, with the window or door head often following the line of the gable or other exposed structural element.

The site is heavily vegetated with bush plantings, including large trees. Areas around the house are paved in brick or graded with fine gravel.



Figure 5. Aerial view showing 5 Mulgra Street (circled in red), and the heavily vegetated nature of the site. (Source: Nearmap, dated December 2019).



Figure 6. Street view from Mulgra Street to the subject site, showing driveway entrance. The house is obscured by the dense plantings.



Figure 7. House, 5 Mulgra Street, Frankston South (Realestate.com.au, photo dated 2015).

Integrity/Intactness

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

5 Mulgra Street appears to retain a high degree of integrity in fabric, form and detail, and appears to be a highly intact example of a substantial mud brick house designed in the 1980s.

Comparisons

5 Mulgra Street, Frankston South is of note as a fine and highly intact example of a substantial mud brick house designed by prominent Melbourne designer, builder and environmentalist, Alistair Knox.

Alistair Knox was a highly influential designer and builder who worked in Melbourne from the 1940s until his death in 1986. He was particularly well known for his mud brick designs and was a leading proponent of the earth building movement in Australia, which promoted the use of mud brick and natural and recycled materials in the design and construction of houses.

No other buildings in the municipality have been identified as the work of Alistair Knox (or Knox & Associates) to date, though a drawing of a design for flats on Gairloch Drive in Frankston (dated 1971) is held by the State Library of Victoria and included on the database of building plans on the Alistair Knox website. These flats have not been identified.

There appear to be no direct comparisons in the Frankston City Council.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 5 Mulgra Street has a strong association with the earth-building movement in Victoria in the post-war period and is illustrative of the adoption of a range of building styles and techniques in the municipality at that time.

Criterion E: Importance in demonstrating particular aesthetic characteristics

The house at 5 Mulgra Street is a carefully designed and well-resolved example of a mud brick house, designed by influential Melbourne designer, Alistair Knox. It displays features typical of the earth-building movement promoted by Knox, including the use of mud brick, natural and recycled materials, large floor-to-ceiling windows and exposed timber beams. The building, set into the heavily vegetated mature bush landscape to create harmony between house and garden, presents a picturesque composition.

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history (associative significance)

The house at 5 Mulgra Street has strong associations with Alistair Knox, a highly influential Melbourne builder, designer and environmentalist from the mid-twentieth century until his death in 1986. Knox was a leading practitioner in the earth building movement in Australia and was renowned for his writings on environment-focussed design and living principles. The application of these principles is clearly demonstrated in the house at 5 Mulgra Street. 5 Mulgra Street is the only Knox building identified within the municipality.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	Yes
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 8 below.



References

Alistair Knox website, <<http://alistairknox.org/>>, accessed June 2020:

‘A Middle Class Man: An Autobiography’ by Alistair Knox

‘Buildings’: ‘Glover House Lot 32 Mulgra St, Frankston 7 July 1980 Job No 1119’

‘Biography’

‘Design and Building Career’

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit No. 36666.

Goad, Philip (2012), ‘Alistair Knox’ in Philip Goad & Julie Willis (Eds.) *The Encyclopedia of Australian Architecture*, Port Melbourne, pp. 387-388.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

Realestate.com.au, ‘5 Mulgra Street, Frankston South’, <<https://www.realestate.com.au/sold/property-house-vic-frankston+south-121197474>>, accessed June 2020.

The Argus.

House, 5 Mulgra Street – Statement of Significance, August 2020

Heritage place: House, 5 Mulgra Street, Frankston South

PS ref no.: HO TBC



House, 5 Mulgra Street, Frankston South (Realestate.com.au, photo dated 2015).

What is significant?

The house at 5 Mulgra Street, Frankston South, constructed c1981.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its c1981 period of construction, particularly the geometric building volumes arranged across several level changes, the complex arrangement of low-pitched roof forms, the mud brick and brown brick construction and the extensive use of timber-framed glazing.
- The building's high level of integrity to its original design.
- The siting of the building within a heavily vegetated, mature bush setting.

How is it significant?

The house at 5 Mulgra Street is of local historical, aesthetic and associative significance to the Frankston City Council.

Why is it significant?

The house at 5 Mulgra Street has a strong association with the earth-building movement in Victoria in the post-war period and is illustrative of the adoption of a range of building styles and techniques in the municipality at that time (Criterion A).

The house at 5 Mulgra Street is a carefully designed and well-resolved example of a mud brick house, designed by influential Melbourne designer, Alistair Knox. It displays features typical of the earth-building movement promoted by Knox, including the use of mud brick, natural and recycled materials, large floor-to-ceiling windows and exposed timber beams. The building, set into the heavily vegetated mature bush landscape to create harmony between house and garden, presents a picturesque composition (Criterion E).

The house at 5 Mulgra Street has strong associations with Alistair Knox, a highly influential Melbourne builder, designer and environmentalist from the mid-twentieth century until his death in 1986. Knox was a leading practitioner in the earth building movement in Australia and was renowned for his writings on environment-focussed design and living principles. The application of these principles is clearly demonstrated in the house at 5 Mulgra Street. 5 Mulgra Street is the only Knox building identified within the municipality (Criterion H).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020



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THE GRANGE

7 THE GROVE, FRANKSTON SOUTH



Figure 1. House, 7 The Grove, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

THE GRANGE

7 THE GROVE, FRANKSTON SOUTH

Place type: House	Architect: Not known
Construction Date: Victorian period	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Boonwurrung people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. Frankston established as a small fishing village on Kananook Creek before the town was surveyed and officially named in 1854, with the first land sales held in May 1854 (Jones 1989:25-7). The town developed slowly through the 1850s and 1860s, forming part of the Mount Eliza Road District from 1860, and was described in *Bailliere's Victorian Gazetter* in 1865 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by the track that is now the Nepean Highway, until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station or along what is now the Nepean Highway, comprised a number of impressive commercial and community premises, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the site of their holiday homes, particularly the elevated Oliver's Hill and Frankston South (then forming part of Mount Eliza). It was in the first three decades of the twentieth century that Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the shire became an experimental ground for innovative holiday design and the principles of Modernist architecture, by architects such as a Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the section of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, remained the larger residences of Melbourne's wealthy.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. These architect-designed modern homes are amongst the truly distinctive buildings in Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, becoming the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the years between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

Note: Access to the Public Record Office Victoria and other historical repositories was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed. No pre-1916 historical information for this property could be sourced during the course of this study.

William Alfred Towler, Melbourne auctioneer, was the owner of the property from February 1916, which totalled just under 34 acres at this date (Figure 2) (LV:V3918/F544). In October 1917, a notice in the *Mornington Standard* (20 Oct 1917:2) reported that W A Towler, auctioneer, 'applied for an order to eject his tenant, T Reeves, from premises known as The Grange, at Frankston.' Towler subdivided the property into house lots, creating Bembridge Avenue and Beach-Hill Road (now Grange Road), on-selling lots from May 1920 (LV:V3918/F544).

The house at the subject site was retained on a larger allotment, which totalled just over two acres (see Figure 3). This was the first lot to be sold, in May 1920, to farmer Douglas Barry Kilburn of "The Grange", Frankston Road Frankston'. The lot retained access off Point Nepean Road (via what is now The Grove) (LV:V3918/F544; LV:V4330/F988). In August 1929, a reduced extent (excluding part of the current 1 The Grove) was transferred to Elizabeth and Dorothy Kilburn, 'both of The Grange' (LV:V4330/F988). Dorothy Henderson (formerly Kilburn) was the sole owner from April 1949.

John and Florence Saddington purchased the property in October 1949 (see the reduced extent at Figure 4). The Saddingtons acquired the lot fronting Bembridge Avenue in 1972. From 1989 to 2010, John Saddington 'of "The Grange" Olivers Hill Frankston' was the sole owner (LV:V5584/F634; V5040/F865). The property is undergoing further subdivision in 2020.

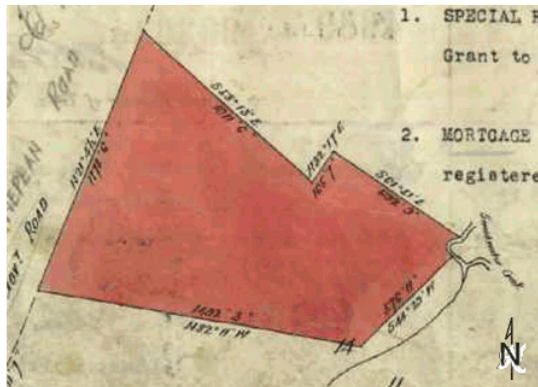


Figure 2. Extent of the property in February 1916, totalling just under 34 acres (LV:V3918/F544).

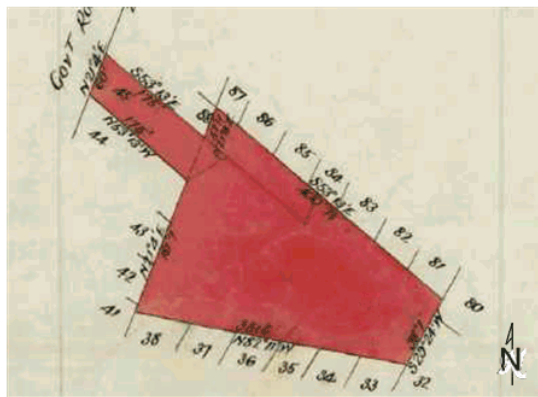


Figure 3. Extent of the property from May 1920, totalling just over two acres (LV:V4330/F988).

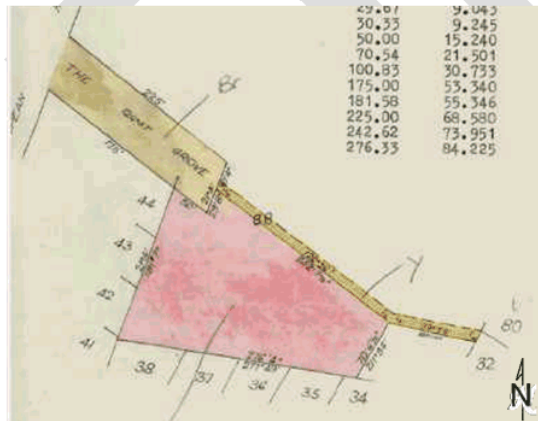


Figure 4. Extent of the property from October 1949 (LV:7653/F127).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

The house known as The Grange is accessed via The Grove – a narrow brick-paved public roadway created when the original property was subdivided. The principal (west) elevation of the site is set back approximately 75m from Nepean Highway, in the Oliver's Hill area to the south of Frankston's Metropolitan Activity Centre. Constructed in the Victorian period, the house displays characteristics of the Italianate style.

The building is rectangular in plan, with a verandah across the principal elevation. A second verandah to the north side is likely a later addition. The roof is hipped, with four prominent rendered chimneys: three with matching cornice mouldings and the southernmost chimney with simple corbelled moulding. All roofs, including those to the verandahs, are clad in corrugated sheet metal.

The house is single-storey and appears to be of timber construction. It appears that the front façade is clad with timber imitation ashlar blocks, and the side facades with weatherboard. Other details include decorative timber eaves brackets, a cast iron verandah valance and double-hung windows.

A substantial single-storey extension has been constructed to the rear (east) of the house, and solar panels have been installed on the northern roof. The expansive garden setting retains many large specimen trees.



Figure 5. Aerial view of 'the Grange' at 7 The Grove (indicated by arrow) (Source: Nearmap, dated December 2019).



Figure 6. Looking north to the south elevation of the Grange, showing established trees within the expansive garden setting.



Figure 7. Looking south to the principal (west) elevation of the Grange.



Figure 8. Looking west to the rear elevation of the Grange, and the heavily vegetated rear garden.

Integrity/Intactness

Note: Access to the property for the purpose of a site inspection was not available. The following information is compiled from available photographic and documentary records.

The Grange appears to retain a high degree of integrity to the Victorian period in fabric, form and detail. It remains highly intact and can be readily understood and appreciated as a Victorian Italianate residence.

Comparisons

The Grange is of note as a highly intact example of a Victorian Italianate residence in the Frankston City Council.

The Grange has few comparators in the municipality and only one example of a Victorian dwelling is currently included in the Heritage Overlay of the Frankston Planning Scheme – 6 Petrie Street, Frankston (HO58). The house at 6 Petrie Street, Frankston (HO58) is a single-storey brick dwelling, constructed in 1887-88 by James Raeburn Petrie, a coal merchant from St Kilda. The house is a fine and highly intact example of a late nineteenth century Victorian residence and displays characteristics typical of the Victorian Italianate style including a symmetrical composition, polychromatic brickwork, concave post-supported verandah with cast-iron decorative frieze, hipped roofs, and prominent chimneys.

The Grange similarly retains a high degree of integrity to clearly demonstrate the characteristics of a nineteenth century Victorian residence in the Frankston City Council. It is directly comparable to 6 Petrie Street and displays a range of similar characteristics including its hipped roof, bracketed eaves, prominent chimneys and post-supported verandah with decorative cast-iron frieze and its garden setting.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The Grange is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments

The Grange is a fine and highly intact example of a Victorian Italianate residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s in Frankston and across Melbourne more broadly, including its hipped roof, cast iron decorative verandah and frieze, timber bracketed eaves and prominent corbelled chimneys.

Criterion E: Importance in exhibiting particular aesthetic characteristics

The Grange is a carefully designed and well-resolved example of a Victorian Italianate house. The symmetrical massing, tall corbelled chimneys, bracketed eaves, post-supported verandah with decorative cast-iron frieze and an expansive garden setting present a picturesque composition of this architectural style.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary shown at Figure 9.



Figure 9. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 20 August 2020)



References

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

Landata Victoria (LV), Certificates of Title, as cited.

Mornington Standard.

The Argus.

The Grange – Statement of Significance, August 2020

Heritage place: The Grange, 7 The Grove, Frankston South

PS ref no.: HO TBC



What is significant?

The Grange at 7 The Grove, Frankston South.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its Victorian era period of construction, including its symmetrical form, masonry construction, bracketed eaves, hipped roof, prominent chimneys and post-supported verandah with cast iron detailing.
- The building's high level of integrity to its original design.

Later alterations and additions are not significant.

How is it significant?

The Grange is of local historical, architectural (representative) and aesthetic significance to the Frankston City Council.

Why is it significant?

The Grange is illustrative of the historical development of the Frankston township in the 1880s following the extension of the railway line from Melbourne to Frankston in 1882. The 1880s was a period of substantial growth for the area, resulting in the establishment of Frankston as a prosperous township (Criterion A).

The Grange is a fine and highly intact example of a Victorian Italianate residence in the Frankston City Council. It displays typical features of the Victorian Italianate architectural style popular in the 1880s and early 1890s.

in Frankston and across Melbourne more broadly, including its hipped roof, cast iron decorative verandah and frieze, timber bracketed eaves and prominent corbelled chimneys (Criterion D).

The Grange is a carefully designed and well-resolved example of a Victorian Italianate house. The symmetrical massing, tall corbelled chimneys, bracketed eaves, post-supported verandah with decorative cast-iron frieze and an expansive garden setting present a picturesque composition of this architectural style (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

Draft



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HOUSE

87 YUILLE STREET, FRANKSTON SOUTH



Figure 1. House, 87 Yuille Street, Frankston South (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

HOUSE

87 YUILLE STREET, FRANKSTON SOUTH

Place type: House	Architect: Not known
Construction Date: c1966	Builder: G Cochrane
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 7).

Locality History

The following history is based on Butler et al.'s (1995) 'City of Frankston Heritage Study, Environmental History', with additional information as cited.

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation. European settlers arrived in the area from c1840, with one of the earliest being pastoralist James Davey. First established as a small fishing village on Kananook Creek, Frankston was surveyed and officially named in 1854 (Jones 1989:25-7). The first land sales were held in May 1854 and the town developed slowly through the 1850s and 1860s. Forming part of the Mount Eliza Road District from 1860, Frankston was described in *Bailliere's Victorian Gazetteer* in 1865 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 [hotel] 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 (cited in Jones 1989:37).

The area gained an early reputation as a prosperous farming area, derived from the pioneer graziers and then orchardists. For much of the nineteenth century Frankston remained relatively isolated from Melbourne. Access was by a track (which became the Nepean Highway), until the railway line was extended to Frankston in 1882, which ushered in a decade of growth. By the late 1880s the town centre, which was concentrated near the railway station and along what is now the Nepean Highway, comprised a number of impressive commercial and community buildings, including a mechanics institute (1880). From an early date Frankston was also associated with the military due to proximity to the military training camp at Langwarrin (1887-1980), and later the Balcombe Army Camp and Flinders Naval Base (Jones 1989:170, 255).

From 1880 wealthy Melburnians chose Frankston as the location of their holiday homes, particularly on the elevated Oliver's Hill and in Frankston South (then forming part of Mount Eliza). In the first three decades of the twentieth century Frankston boomed as a seaside resort town, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). The town grew with the construction of many guesthouses and holiday houses, and from the 1920s the Shire became an experimental ground for innovative residential design and the principles of Modernist architecture, with designs by architects such as Roy Grounds. An article published in *The Argus* in 1938 (31 Dec 1938:13) commented on the increased number of notable permanent houses, opened for the summer by their owners, with their 'strange and yet attractive mixture of architectural styles which predominate Ultra modern homes'. The article noted that Long Island (the strip of land separated from the mainland by Kananook Creek) boasted a number of holiday houses and fewer permanent homes, many of which were 'particularly unusual in design' (*Argus*, 31 Dec 1938:13).

Following World War II, Frankston shared in the manufacturing and industrial expansion of Melbourne's urban fringe, which replaced agriculture as the major employer in the area. The area saw a population boom from the 1950s, resulting in the increased development of permanent housing for commuters, often as part of new estates and large-scale subdivisions by private developers such as A V Jennings, which were aimed at buyers with moderate incomes. By the mid-1960s Frankston was one of the fastest growing suburban zones of Melbourne. To the south, particularly on Oliver's Hill, the larger residences of Melbourne's wealthy remained.

In conjunction with the area's growth, the number of innovative architect-designed houses increased in the 1950s and 1960s, with notable architectural firms designing both holiday and commuter houses. One of the most prominent firms was Chancellor & Patrick, who designed several experimental modern holiday and permanent homes in Frankston, while the firm Godfrey & Spowers also took commissions in the area. The architect-designed modern homes are amongst the truly distinctive buildings in the City of Frankston.

By the end of the 1960s, Frankston had developed into a major suburban municipality, established as the City of Frankston in 1966 (Jones 1989:220). Frankston today is largely a product of the development between 1950 and 1990, reflecting the city's major population boom.

The City of Frankston was renamed Frankston City Council as part of the municipal amalgamations undertaken in Victoria in the mid-1990s.

Place History

The brick veneer house and garage were constructed by owner-builder G Cochrane, for himself and his wife. Drawings for the house were dated April 1966 and the building permit application was approved by Council in May 1966. This suggests the house was built c1966. No architect is noted on the building permit application to Council and the house plans were drawn by Planprinting & Drafting (FCC BP).

The 1966 drawings show the original design of the facade and rear elevation (Figure 2 - Figure 3) and the floorplan shows the layout of the residence (Figure 4). The position of the staircases on both the facade and rear elevation appear to have been altered during construction (see original designs at Figure 2 - Figure 3).

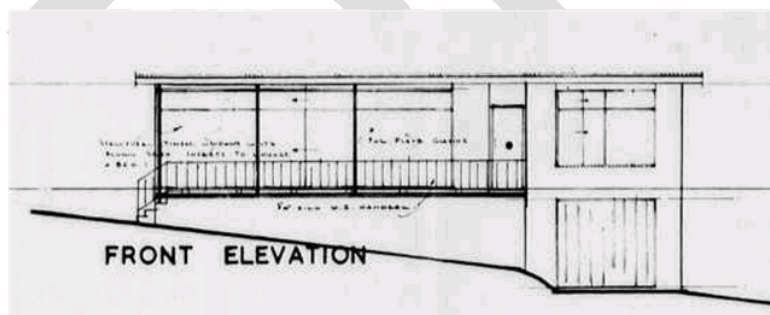


Figure 2. The 1966 design of the facade (west elevation) (FCC BP).

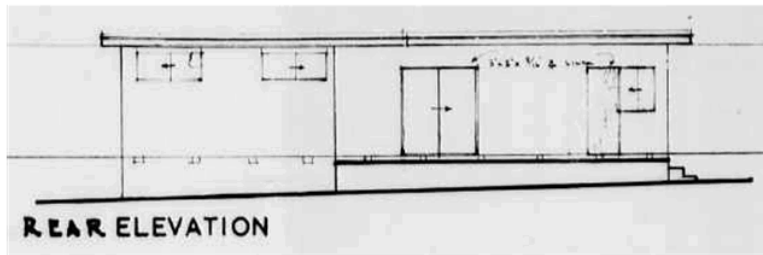


Figure 3. The 1966 design of the rear (east) elevation (FCC BP).

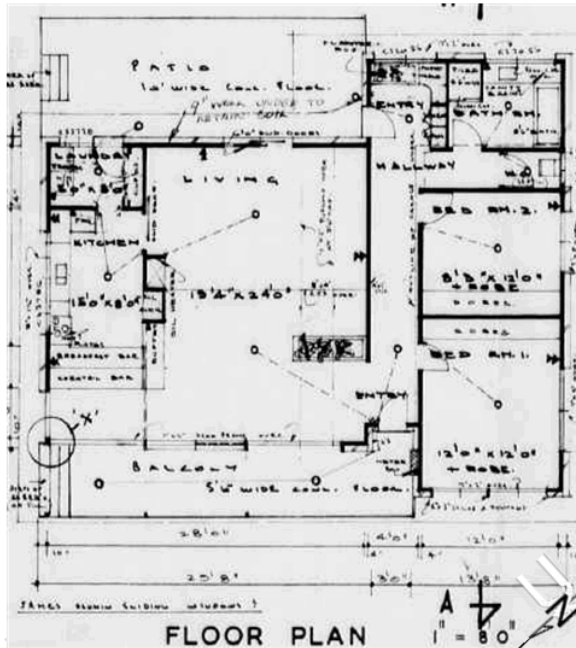


Figure 4. Floorplan dated April 1966 (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

The house at 87 Yuille Street is centrally located on a rectangular site on the east side of Yuille Street in Frankston South. The terrain slopes gently upwards from the street frontage. Constructed in c1966, the house displays characteristics of the Postwar Modernist style.

The house is a single-storey masonry building with undercroft and is approximately square in plan. The brick walls are overpainted white, with a bank of full-height aluminium-framed windows at the upper front (west) façade, forming a wall of windows. The roof is flat and cantilevers over the balcony. It appears to be clad with profiled sheet metal, with horizontal battens or ribs applied to the length of the fascia.

The living spaces are elevated above a substantial base, accessed by a stair (concrete treads supported on a central steel stringer) and partially cantilevered concrete balcony. These elements feature fine vertical metal balustrading with regularly placed flat rectangular metal plate highlights. A single garage with a tilt-up door (possibly original) is located in the undercroft at the southwestern corner of the building.

Later alterations include the installation of later window shade devices.



Figure 5. Aerial view 87 Yuille Street (Source: Nearmap, dated December 2019).



Figure 6. Looking east to the principal elevation of 87 Yuille Street.

Integrity/Intactness

The house at 87 Yuille Street retains a high degree of integrity in fabric, form and detail to its period of construction. It remains highly intact and can be readily understood and appreciated as a Postwar Modernist suburban housing development.

Comparisons

The house at 87 Yuille Street is a highly intact representative example of a Postwar Modernist suburban housing development in the Frankston City Council.

A large number of post-war houses, designed in the Modernist architectural style, remain in the municipality. Examples of these are included in the Heritage Overlay of the Frankston Planning Scheme, including a number that were identified as part of the *Frankston City Post-War Modernist Heritage Study, Stages 1 and 2* (2012 and 2014). Examples include:

- 58 Baden Powell Drive, Frankston South (HO61) (Chancellor & Patrick, c1963)
- Tellilya, 25 Bembridge Avenue, Frankston (HO10) (Roy Grounds, 1949)
- 7 Bunangib Court, Frankston (HO12) (1958)
- 4 Fenton Crescent, Frankston South (HO63) (Kevin Borland, 1977)
- Somersby, 30 Gould Street, Frankston (HO64) (Chancellor & Patrick, 1956)
- Tarraleah, 95 Gould Street, Frankston (HO65) (Ian Banner, 1960)
- Stern House, 110 Gould Street, Frankston (HO66) (Chancellor & Patrick, 1958)
- Chancellor House, 1 Gulls Way, Frankston (HO18) (Chancellor & Patrick, c1954)
- Polperro, 6 Gulls Way, Frankston South (HO67) (Chancellor & Patrick, 1958)
- Tilba Tilba, 14 Gulls Ways, Frankston (HO19) (Chancellor & Patrick, 1956)
- 6 Handley Court, Frankston (HO20) (Chancellor & Patrick, 1961)
- 8 Harcourt Avenue, Frankston South (HO68) (Chancellor & Patrick, c1960-61)
- 6 Hillside Grove, Frankston (HO21) (Chancellor & Patrick, 1958)
- 8 Karina Street, Frankston South (HO70) (Ian Banner, 1967)
- Gas Project House, 149 Karingal Drive, Frankston (HO71) (David Dalrymple, 1966)
- Former McClune House, 18 Marcus Road, Frankston South (HO57) (Robin Boyd)
- Kahala, 644 Nepean Highway, Frankston South (HO72) (Robin Boyd, 1966)
- Ael-y-brun, 648 Nepean Highway, Frankston South (HO73) (Rhys Hopkins, 1949)
- Houston House, 675 Nepean Highway (HO27) (Chancellor & Patrick, 1959, 1978)
- 19 Thames Street, Frankston South (HO75) (Chancellor & Patrick, c1956)
- 49 Warringa Road, Frankston South (HO76) (c1970)
- Angliss House, 8 Yamala Drive, Frankston (HO32) Perrott Lyon Timlock & Kesa, 1961)

These examples are substantial individual dwellings, the majority of which are architect-designed. In contrast, the house at 87 Yuille Street is representative of another common post-war building typology, that of the owner-builder variety, which represents an important phase in the post-war development of Frankston when suburban development was largely focused on lower-cost housing that could be accessed by those on moderate incomes. This phase in Frankston's development is under-represented in the Heritage Overlay and there are currently no examples of owner-builder Postwar Modernist houses in the Heritage Overlay.

While large numbers of this typology remain in the municipality, the house at 87 Yuille Street is notable for its high level of integrity to its period of construction, which allows it to more clearly demonstrate the characteristics of owner-builder Postwar Modernist houses constructed in the City than most other examples of this typology.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The house at 87 Yuille Street is illustrative of post-war suburban development in the municipality when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The

house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston.

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness)

The house at 87 Yuille Street is a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of small-scale Modernist housing from this period in Frankston and across Victoria more broadly, including an asymmetrical composition and horizontal emphasis, flat roof form with broad eaves and expansive aluminium-framed glazing.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 7 below.



Figure 7. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)

References

Frankston City Council Building Permit information (FCC BP), held by Frankston City Council. Building Permit No. 18152.

Graeme Butler & Associates with Dr Chris McConville, Francine Gilfedder & Dianne Morrison (1995), *City of Frankston Heritage Study, Volume Two, Environmental History*.

Jones, M. A. (1989), *Frankston : resort to city*, Sydney.

The Argus.

House, 87 Yuille Street – Statement of Significance, August 2020

Heritage place: House, 87 Yuille Street, Frankston South

PS ref no.: HO TBC



What is significant?

The house at 87 Yuille Street, Frankston South, constructed c1966.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its c1966 period of construction, including the simple square plan, horizontal emphasis, flat roof cantilevering over the balcony, metal balustrading, expansive glazing and undercroft garage with tilt-up door.
- The building's high level of integrity to its original design.

How is it significant?

The house at 87 Yuille Street, Frankston South is of local historical and architectural (representative) significance to the Frankston City Council.

Why is it significant?

The house at 87 Yuille Street is illustrative of post-war suburban development in the municipality when the housing industry was focused on providing lower-cost, affordable housing to those on moderate incomes. The house is associated with the rising popularity of Modernist architecture in the post-war period, particularly in the rapidly developing bayside suburbs like Frankston (Criterion A).

The house at 87 Yuille Street is a highly intact representative example of affordable owner-builder Postwar Modernist suburban housing built in the Frankston City Council. It displays typical features of small-scale

Modernist housing from this period in Frankston and across Victoria more broadly, including an asymmetrical composition and horizontal emphasis, flat roof form with broad eaves and expansive aluminium-framed glazing (Criterion D).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020

Draft



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RIVIERA HOTEL

30 NEPEAN HIGHWAY, SEAFORD



Figure 1. Riviera Hotel, 30 Nepean Highway, Seaford (GJM Heritage, March 2020).

DATE: August 2020

FILE: 2020-007

RIVIERA HOTEL

30 NEPEAN HIGHWAY, SEAFORD

Place type: Hotel	Architect: Robert H McIntyre
Construction Date: 1937	Builder: Morrison Brothers
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 11)

Locality History

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation, who utilised the Carrum Carrum Swamp as a food source. European settlers arrived in the area from c1840, often attracted to the coastal strip which was soon called Long Beach or Nine Mile Beach. The area was surveyed in 1863, after which many farmers acquired land in the district (Draper 2001:6). The extensive Carrum Swamp (of which the Edithvale-Seaford Wetlands were part of) impeded early agricultural and residential settlement with its periodic flooding, however, after various efforts in the nineteenth and twentieth centuries, the main part of the swamp was gradually cleared and drained for development.

The railway line was extended to Frankston, through what was to become known as Seaford, in 1882. While no station was erected in Seaford during this period, various sidings were constructed, particularly for the transport of quarried sand, an early local industry. It wasn't until 20 November 1913 that a railway station was officially opened in Seaford, when the town comprised only a small number of houses and a general store. Around the time of its construction, Seaford station acquired its name at a community meeting, which subsequently also named the town (Draper 2001:3-5). The establishment of the railway station ushered in a period of growth for the attractive coastal area (Jones 1989:140). The first unofficial post office opened in the general store in 1914, the same year the Seaford State School was established at its original site on what is now the Nepean Highway, before moving to its current site in 1921 (Draper 2001:30-33).

From the 1920s Seaford, like the coastal towns to the south, boomed as a holiday destination, with many holiday makers visiting the beach each summer, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). Guest houses opened and many residents rented their bungalows or spare rooms to boarders (Draper 2001:16). In 1931 *The Age* published an article describing the town:

Seaford, the gateway of Frankston, whose popularity for day excursions grows every summer, is notable for its gently-shelving, sandy beach, and a sheltering belt of ti-tree that provides ideal picnicking spots ... Public tennis courts and a cricket ground add to the attraction of Seaford, where an increasing number of guesthouses on the western side of the highway cater for visitors (Age, 23 Dec 1931:12).

Seaford saw an increase in population and residential development following World War II. This corresponded with both manufacturing and industrial development in the wider area, and the affordability of land offered for sale (Butler et al. 1995:30). Development of Seaford continued throughout the second half of the twentieth century (Victorian Places).

Place History

James McMahon occupied the site from 1852, when he took up the rights to the Long Beach or Nine Mile Beach Run (which extended between the Mordialloc and Kananook creeks) (Draper 2001:11). McMahon established a restaurant on the site sometime after 1852, which was first called 'Half Way House', then 'Long Beach Restaurant' before becoming 'Long Beach Hotel' when a beer license was granted. The hotel was favoured by those on fishing and hunting holidays. The place was then addressed as Carrum (Jacobs 2011:2; Draper 2001:11).

A second hotel was built on the site c1915 by Thomas Heffernan (*Herald*, 5 Apr 1937:10). Articles published in 1921 and 1922 note that the hotel was called the 'Riviera Hotel' by this date (*Frankston and Somerville Standard*, 15 Jul 1921:2). In the late 1920s Robert Doherty acquired the hotel and named it 'Doherty's Riviera Hotel' (Jacobs 2011:4-5).

Robert Doherty built the existing hotel in 1937, replacing the earlier building (Jacobs 2011:6). In April 1937 architect Robert H McIntyre invited tenders for the rebuilding of the Riviera Hotel in Carrum, for R J Doherty Esquire (*Argus*, 10 Apr 1937:8). The tender was awarded to the Morrison Brothers (*Frankston and Somerville Standard*, 10 Dec 1937:1). Articles published in *The Herald* in April 1937 (5 Apr 1937:10) and *Decoration & Glass* magazine in June 1937 reported on the new hotel to be built for Doherty's Hotel Pty Ltd and published the architect's sketch of the hotel (Figure 2). The articles stated:

A new hotel, designed on modern Continental lines, with open terraces, sun balconies and flat roofs, and overlooking the Bay, will be erected on the site of the Riviera Hotel, Carrum. It will cost about £13,000 ...

The new structure, which has been designed by the architect, Mr R. H. McIntyre of Little Collins Street, on "L" shape, with an extensive open area to the road for car-parking, will be of brick, with relieving bands of cement rendering ... (The Herald, 5 Apr 1937:10).

The central section, set back from the road, was to comprise the entrance hall, dining room, lounges and parlours. The south wing, to be built to the road, was to comprise the public bar and a large open fernery. A residential section of 13 bedrooms was to be located on the first floor. The article also noted that garages would face the road at the northern end (*Herald*, 5 Apr 1937:10; *Decoration & Glass*, Jun 1937:20).



Figure 2. Sketch of the hotel by architect Robert H McIntyre, published in *Decoration & Glass* magazine in June 1937 (Vol 3, No. 2, 1 June 1937:20).

On 7 December 1937 the new Riviera Hotel (Figure 3) was opened by the member for Mornington, A J Kirton, MLA. Kirton's speech noted that the building was proof of the progressiveness of this part of the State and

that the new hotel was 'a credit not only to the district, but to Victoria' (*Frankston and Somerville Standard*, 10 Dec 1937:1). The 1937 article reporting on the opening noted that:

Mr Doherty had travelled in the near East recently and had returned with numerous ideas about the hotel he desired. McIntyres (architects) and Morrison Brothers (builders) had collaborated and had produced one of the finest hotels in the State.

The article detailed the 'uncommon design':

The hotel is only a few yards from the beach, and the sea has been taken by the architect (Mr McIntyre) as the motive of the design, both in the exterior and interior. From the balcony, little imagination is necessary to imagine that one is on the promenade deck of a liner. The balcony is wide, with iron railings, and one end is similar to a ship's bridge. Round 'porthole' windows, and the proximity of the sea add to this illusion ...

*Windows of the parlors on the ground floor are frosted in sea designs. This motive is repeated in a simple, yet very effective ceiling moulding; a continuous wavy line giving a ripple effect. Outstanding mural decorations are painted on the walls of these rooms. Over the mantel-piece, in the main lounge is a monochrome painting of the clipper 'Riviera' in full sail (*Frankston and Somerville Standard*, 10 Dec 1937:1).*



Figure 3. Photo of the hotel dated 1937 (Jacobs 2011:6).

The drive-through bottle shop was added in the 1980s (Figure 4) (Jacobs 2011:9). The building continues to serve as the Riviera Hotel in 2020.



Figure 4. The hotel in 1986 (Jacobs 2011:9).

Robert H McIntyre, architect

Robert Henry McIntyre (c1896-1966) was a successful commercial architect who practiced in the Interwar and Postwar periods, and specialised in hotel design throughout his career (Goad 2012:443).

McIntyre was a trained engineer but registered as an architect in 1922, forming the firm Joy & McIntyre the same year. McIntyre remodelled or designed many hotels throughout Victoria in the 1930s, favouring the Streamline Moderne style from 1933 (Goad 2012:443). New hotel commissions included the Junction Hotel at 2-4 High Street, Preston (1928), Essendon Hotel at 1142 Mt Alexander Road, Essendon (1936), Riviera Hotel at 30 Nepean Highway, Seaford (1937), Prince of Wales Hotel, 29 Fitzroy Street, St Kilda (1937) and the Rosebud Hotel at 1099-1125 Point Nepean Road, Rosebud (1939). An example of his remodelling is the Albert Park Hotel at 85 Dundas Place, Albert Park (c1941).

In 1962, Robert H McIntyre merged with his son's firm, Peter and Dione McIntyre, to form McIntyre, McIntyre & Associates, which eventually became the McIntyre Partnership which continues to operate today (Goad 2012:444). The new firm also completed a large number of hotel and hospitality commissions (Goad 2012:445).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 5 Building Victoria's industries and workforce
 - 5.6 Entertaining and socialising
 - 5.7 Catering for Tourists

Description

The Riviera Hotel is a two-storey commercial building which is located in close proximity to the beach at Seaford. The building fronts the street boundary of a large allotment on the east side of Nepean Highway, with the Port Phillip Bay foreshore to the west and Kananook Creek at the rear (east) boundary. A large carpark occupies a substantial portion of the site. Constructed in 1937, the building displays characteristics of the Interwar Streamlined Moderne style.

The building is an asymmetrically massed composition of simple geometric forms. Rectangular wings form the main L-shaped building and curved bays have been added to form west-facing balconies. Built of brick with partially concealed hipped tile-clad roofs, the walls of the building have been rendered and overpainted, obscuring the original contrast between exposed brickwork and cement render detailing. Despite this, contrasting horizontal and vertical lines remain evident with horizontal bands of repetitive horizontal string courses, simply decorated parapet line, window hoods, repetitive groups of rectangular openings and curved balcony balustrading and contrasting with vertical elements including a square tower with a vertical strip of windows and a simple parapet motif at the front façade.

A single storey structure, with large open canopy at the Nepean Highway frontage, has been added to the north side of the hotel to provide a drive-through bottle shop. This is a flat-roofed structure which is attached to the rear wing of the main building and the canopy roof continues the horizontal line of the upper balcony of the main building. Modern glass brick screens enclose the recessed entrance to the hotel at ground level.



Figure 5. Aerial view showing subject site (dark roof) with Nepean Highway, foreshore reserve and beach to the west and carparking, Riviera Street and Kananook Creek to the east. (Source: Nearmap, dated January 2020).



Figure 6. Aerial view showing subject site with later additions to the north and alfresco areas to the east (Source: Nearmap, dated January 2020).



Figure 7. West elevation of the Riviera Hotel.

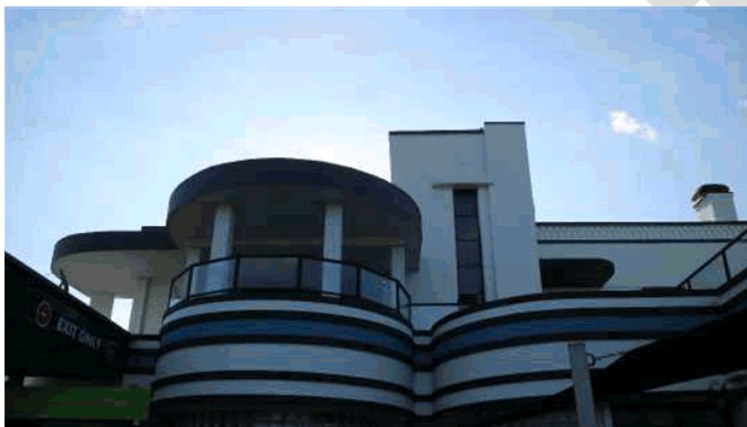


Figure 8. Detail view of upper level over main entry.

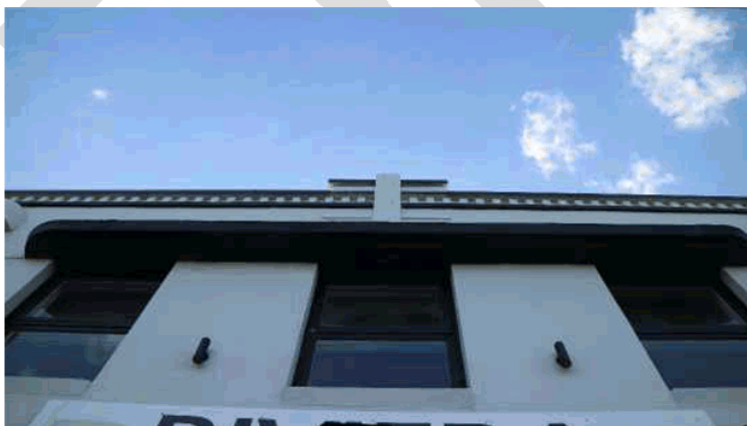


Figure 9. Parapet detail at west elevation.



Figure 10. Looking southwest from the carpark to the rear of the Riviera Hotel.

Integrity/Intactness

The Riviera Hotel retains a high degree of integrity to the Interwar Streamlined Moderne style in fabric, form and detail. While the building has undergone some alterations including exterior rendering and painting and modifications to the entrance, these do not diminish the ability to understand and appreciate the place as a fine example of an Interwar hotel. The large single storey addition to the north does not significantly reduce the integrity of the place with important views of the original building from the west and south-west retained.

Comparisons

The Riviera Hotel is of note as a fine and representative example of an Interwar Streamlined Moderne hotel built in the Frankston City Council. It was designed by notable architect, Robert McIntyre, who was responsible for a number of distinctive hotel designs throughout Victoria in the 1930s.

No hotels are currently included in the Heritage Overlay of the Frankston Planning Scheme and there appear to be no direct comparisons in the municipality. Few hotels are located in the city and none of these date to the Interwar period. Two hotels, the Pier Hotel and the Grand Hotel in Frankston, have operated continuously on their respective sites since the 1850s and 1870s, however the original buildings have been extensively remodelled, rebuilt and refurbished over the years. While the Grand Hotel was refaced in the 1920-30s, it does not demonstrate any features typical of the Streamlined Moderne style which is exhibited at the Riviera Hotel and is of a less refined architectural character overall.

In comparison, the Riviera Hotel retains a high degree of integrity to clearly demonstrate the characteristics of a 1930s seaside hotel, displaying a refined architectural character that draws on the characteristics of the Streamlined Moderne.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The Riviera Hotel is illustrative of the development and evolution of Frankston as a popular seaside holiday destination from the 1880s through to the mid-twentieth century. Located on a popular tourist route, and in providing hospitality services for tourists, the hotel clearly illustrates the increased popularity of the region in

the 1920s and 1930s, which occurred as a result of the electrification of the Frankston railway line and the rise in private car ownership.

Criterion E: Importance in demonstrating particular aesthetic characteristics

The Riviera Hotel is a well-executed and distinctive example of a Moderne-style hotel built in Frankston in the Interwar period. It displays key characteristics of the Streamlined Moderne architectural style popular in the 1930s across metropolitan Melbourne and Victoria more broadly. The hotel, with its asymmetrical massing, geometric forms, contrasting horizontal banding, vertical tower element, simple parapet detailing, and curved bays presents a finely detailed and picturesque composition of this architectural style.

Criterion H: Special association with the life or works of a person, or groups of persons, of importance in our history

The Riviera Hotel has strong associations with Robert McIntyre, a successful commercial architect who specialised in hotel design during the interwar and post-war periods. McIntyre designed a substantial number of hotels throughout Victoria in the 1930s, favouring the Streamlined Moderne style in his work. McIntyre's predisposition towards this architectural style is clearly demonstrated in the Riviera Hotel.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	Yes
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 11 below.



Figure 11. Recommended Extent of Heritage Overlay
(Basemap Source: Nearmap, accessed 1st August 2020)

References

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Draper, Patricia (Ed.) (2001), *Call it Seaford : the memoirs of Carmen Tomlinson*, Frankston, [Vic].

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Riviera Hotel – Statement of Significance, August 2020

Heritage place: Riviera Hotel, 30 Nepean Highway,
Seaford

PS ref no.: HO TBC



What is significant?

The Riviera Hotel at 30 Nepean Highway, Seaford, constructed 1937.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its 1937 period of construction, particularly the asymmetrical massing of simple geometrical forms, the horizontal emphasis and detailing, and curved balconies.
- The building's high level of integrity to its original design.

Later alterations and additions, including the drive-through bottle shop, are not significant.

How is it significant?

The Riviera Hotel is of local historical, aesthetic and associative significance to the Frankston City Council.

Why is it significant?

The Riviera Hotel is illustrative of the development and evolution of Frankston as a popular seaside holiday destination from the 1880s through to the mid-twentieth century. Located on a popular tourist route, and in providing hospitality services for tourists, the hotel clearly illustrates the increased popularity of the region in the 1920s and 1930s, which occurred as a result of the electrification of the Frankston railway line and the rise in private car ownership (Criterion A).

The Riviera Hotel is a well-executed and distinctive example of a Moderne-style hotel built in Frankston in the Interwar period. It displays key characteristics of the Streamlined Moderne architectural style popular in the 1930s across metropolitan Melbourne and Victoria more broadly. The hotel, with its asymmetrical massing, geometric forms, contrasting horizontal banding, vertical tower element, simple parapet detailing, and curved bays presents a finely detailed and picturesque composition of this architectural style (Criterion E).

The Riviera Hotel has strong associations with Robert McIntyre, a successful commercial architect who specialised in hotel design during the interwar and post-war periods. McIntyre designed a substantial number of hotels throughout Victoria in the 1930s, favouring the Streamline Moderne style in his work. McIntyre's predisposition towards this architectural style is clearly demonstrated in the Riviera Hotel (Criterion H).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, August 2020

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NORMANHURST

152 NEPEAN HIGHWAY, SEAFORD



Figure 1. Normanhurst, 152 Nepean Highway, Seaford (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

NORMANHURST

Other names: Normanhall

152 NEPEAN HIGHWAY, SEAFORD

Place type: Cafe, Shop, Guest House	Architect: Not known
Construction Date: 1933	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 10).

Locality History

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation, who utilised the Carrum Carrum Swamp as a food source. European settlers arrived in the area from c1840, often attracted to the coastal strip which was soon called Long Beach or Nine Mile Beach. The area was surveyed in 1863, after which many farmers acquired land in the district (Draper 2001:6). The extensive Carrum Swamp (of which the Edithvale-Seaford Wetlands were part of) impeded early agricultural and residential settlement with its periodic flooding, however, after various efforts in the nineteenth and twentieth centuries, the main part of the swamp was gradually cleared and drained for development.

The railway line was extended to Frankston, through what was to become known as Seaford, in 1882. While no station was erected in Seaford during this period, various sidings were constructed, particularly for the transport of quarried sand, an early local industry. It wasn't until 20 November 1913 that a railway station was officially opened in Seaford, when the town comprised only a small number of houses and a general store. Around the time of its construction, Seaford station acquired its name at a community meeting, which subsequently also named the town (Draper 2001:3-5). The establishment of the railway station ushered in a period of growth for the attractive coastal area (Jones 1989:140). The first unofficial post office opened in the general store in 1914, the same year the Seaford State School was established at its original site on what is now the Nepean Highway, before moving to its current site in 1921 (Draper 2001:30-33).

From the 1920s Seaford, like the coastal towns to the south, boomed as a holiday destination, with many holiday makers visiting the beach each summer, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). Guest houses opened and many residents rented their bungalows or spare rooms to boarders (Draper 2001:16). In 1931 *The Age* published an article describing the town:

Seaford, the gateway of Frankston, whose popularity for day excursions grows every summer, is notable for its gently-shelving, sandy beach, and a sheltering belt of ti-tree that provides ideal picnicking spots ... Public tennis courts and a cricket ground add to the attraction of Seaford, where an increasing number of guesthouses on the western side of the highway cater for visitors (Age, 23 Dec 1931:12).

Seaford saw an increase in population and residential development following World War II. This corresponded with both manufacturing and industrial development in the wider area, and the affordability of land offered for sale (Butler et al. 1995:30). Development of Seaford continued throughout the second half of the twentieth century (Victorian Places).

Seaford falls within the municipal boundary of the Frankston City Council.

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

In 1877, Agnes Beckwith received the Crown Grant for almost 6 acres of land between what is now the Nepean Highway and Kananook Creek in Seaford. Following her death in 1917, her holdings were granted to May Beckwith in 1918, who subdivided the land into house allotments in 1923, forming Brodie Street and Beckwith Grove (LV:V1030/824). The current 152 Nepean Highway (Lot 7) was purchased by Thomas Swift, Melbourne estate agent, in May 1928. Following his death in 1930 the lot was transferred to his executors in 1931 (LV:V5400/F825). *The Age* noted in December 1931 (25 Nov 1931:2) that his estate was to be auctioned and included land on Point Nepean Road, Seaford (measuring 49ft x 140ft; matching the subject site).

In January 1934 a local newspaper reported that 'Normanhurst', Seaford, was 'a recently erected café, built in an Old English style' (*Frankston and Somerville Standard*, 6 Jan 1934:2). In May 1934, the property was officially purchased by Mary M Kiernan, married woman of Waldemar Road, Ivanhoe (LV:V5400/F825). Mary's husband was Esmond Lawrence Kiernan MLC (*Age*, 9 Nov 1937:7). The Kiernan's also owned a holiday house 'Kent' at 187 Point Nepean Road (*Frankston and Somerville Standard*, 29 Apr 1933).

'Normanhurst' offered accommodation in 1937 and was referred to as a guest house in 1938 (*Age*, 6 Mar 1937:19; *Argus*, 13 Dec 1938:15). In December 1937, an auction notice was published in *The Argus* (Dec 1937:18) for Kiernan's house 'La Perouse' at 24 Waldemar Road. Directly underneath this notice, the same auctioneers published an auction notice for Seaford properties which included the bungalow 'Kent' at 187 Point Nepean Road and 'Normanhurst Café' at 152 Point Nepean Road, Seaford. Normanhurst Café was described as 'an attractive modern two-storied brick structure' with fibro-cement sheets at the rear and a tiled roof. The building contained a shop, dining room, five living rooms and a rustic tea garden (*Argus*, Dec 1937:18).

A two-storey building was constructed at the rear of the property (date of construction not known; may be evident in an aerial photo dated 1959 at Figure 2). The name 'Normanhall' appears on the façade of the building in 2020. The first reference found to 'Normanhall' guest house in Seaford dates to February 1939 (*Age*, 7 Feb 1939:18).

John and Beatrice Olarenschaw 'of 152 Point Nepean Road Seaford' (indicating they already occupied the premises) purchased the property in May 1946 (LV:V6862/F318). In 1958 the place continued to serve as Normanhall guest house (FCC BP).

Subsequent owners were the Peatts from 1982 (LV:V7780/F174). The building appears to serve as a private residence in 2020.

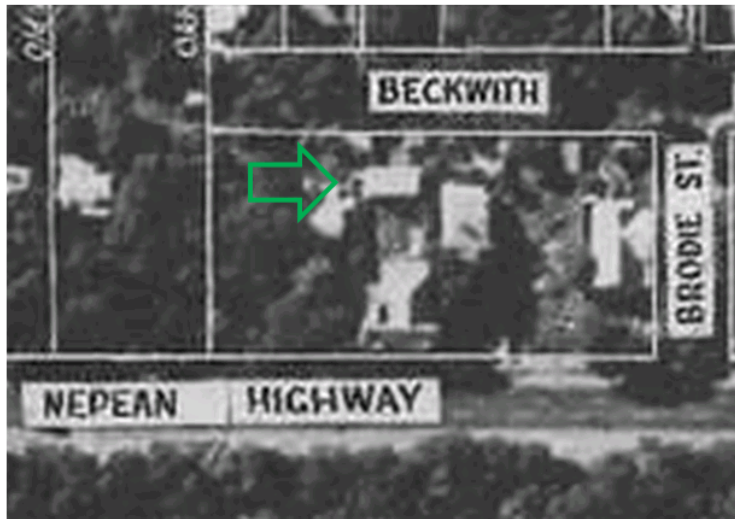


Figure 2. Detail of an aerial photo dated 1959, which may show the extant building at the rear of the property, indicated by the green arrow (State Rivers and Water Supply Commission, Kananook Creek detail survey, 1959, via Frankston City Libraries).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 5 Building Victoria's industries and workforce
 - 5.7 Catering for tourists

Description

Normanhurst is a two-storey building fronting Nepean Highway in the suburb of Seaford. It is sited in close proximity to the Seaford foreshore to the west and Kananook Creek to the east. Constructed in the Interwar period, Normanhurst displays characteristics of the English Domestic Revival style.

The building comprises three main sections – a principal gable-roofed section parallel to Nepean Highway and two two-storey hipped-roof wings which extend to the rear of the gable-roofed form. The roof is tiled and a single chimney is located on the northern gable end.

The walls of the building are of brick construction with a textured white render finish applied to the principal section. The gable roof of this principal section is flush with the side walls and is truncated at the rear. The front elevation is an asymmetrical arrangement of projecting gable-roofed bays with pairs of multi-paned double hung windows and bracket supports, battens to replicate exposed timber framing, small narrow window openings and a large recessed entry porch with four-centred arch opening. Providing access to the main entrance, the deep porch has a pair of arched openings to one side, a modified opening to the other side and decorative wrought iron gates.

Two large windows are located at street level, directly beneath the projecting bays. The window to the north is multi-paned and the window to the south has been modified. A single narrow window at street level contains leadlight glazing with panes of circular crown glass.

Skillion-roofed extensions are evident to the rear (east) of the building, as well as a detached two-storey, weatherboard-clad, stand-alone building.



Figure 3. Aerial view of Normanhurst (indicated) showing relationship to the Seaford foreshore (at left), Nepean Highway and Kananook creek (at right) (Source: Nearmap, dated 28 January 2020).



Figure 4. Aerial view of Normanhurst (Source: Nearmap, dated 28 January 2020).



Figure 5. Looking southeast across Nepean Highway.



Figure 6. Principal elevation, looking east across Nepean Highway.



Figure 7. Looking northeast across Nepean Highway.



Figure 8 & 9. Details of the main entry

Integrity/Intactness

The former guesthouse, Normanhurst, at 152 Nepean Highway retains a high degree of integrity in fabric, form and detail. While the guesthouse has undergone some alterations, including a window replacement at ground level and retiling of the roof, these do not diminish the ability to understand and appreciate the place as a highly intact example of an Interwar guesthouse, designed in the Old English style, in the Frankston City Council.

Comparisons

Normanhurst is of note as a highly intact example of an Interwar guesthouse in the municipality. Seaford witnessed a significant rise in popularity as a seaside resort town in the 1920s and 1930s following the electrification of the railway in 1922 and the rise in private car ownership, and guesthouses and holiday accommodation were established to meet the demands of the tourist trade.

No examples of guesthouses or bayside accommodation are included in the Heritage Overlay of the Frankston Planning Scheme and the building appears to have few comparators in the municipality. Normanhurst retains a high degree of integrity to clearly demonstrate the characteristics of an Interwar guesthouse.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

Normanhurst is illustrative of the historic development of Seaford as a popular seaside holiday destination in the Interwar period. Located on the Mornington Peninsula's main tourist route, the guesthouse clearly illustrates the increased popularity of the region in the 1920s and 1930s, which occurred as a result of the electrification of the Frankston railway line and the rise in private car ownership.

Criterion E: Importance in demonstrating particular aesthetic characteristics

Normanhurst is a distinctive, albeit somewhat naïve, example of an English Domestic Revival-style guesthouse built in Seaford in the Interwar period. The guesthouse, with its asymmetrical arrangement, imitation timber framing, projecting gable-roofed bays, four-centred arched entry, leadlight glazing and white rendered finish, along with its bayside presentation, presents a picturesque composition of this architectural style.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	Yes
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as shown in Figure 10.



Figure 10. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 3rd August 2020)

References

Draper, Patricia (Ed.) (2001), *Call it Seaford : the memoirs of Carmen Tomlinson*, Frankston, [Vic].

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Frankston City Libraries, via Flickr.

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Normanhurst – Statement of Significance, August 2020

Heritage place: Normanhurst, 152 Nepean Highway,
Seaford

PS ref no.: HO TBC



What is significant?

Normanhurst at 152 Nepean Highway, Seaford.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its Interwar-era period of construction, including its asymmetrical arrangement, imitation half-timbering, projecting gable-roofed bays, four-centred arched entry, leadlight glazing and white rendered finish.
- The building's high level of integrity to its original design.

The later carport and skillion roof addition to the rear are not significant.

How is it significant?

Normanhurst is of local historical and aesthetic significance to the Frankston City Council.

Why is it significant?

Normanhurst is illustrative of the historic development of Seaford as a popular seaside holiday destination in the Interwar period. Located on the Mornington Peninsula's main tourist route, the guesthouse clearly illustrates the increased popularity of the region in the 1920s and 1930s, which occurred as a result of the electrification of the Frankston railway line and the rise in private car ownership (Criterion A).

Normanhurst is a distinctive, albeit somewhat naïve, example of an English Domestic Revival-style guesthouse built in Seaford in the Interwar period. The guesthouse, with its asymmetrical arrangement, imitation exposed timber framing, projecting gable-roofed bays, four-centred (Tudor) arched entry, leadlight glazing and white rendered finish, along with its bayside presentation, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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CAFÉ TANGO (FORMER) 224 NEPEAN HIGHWAY, SEAFORD



Figure 1. Café Tango (former), 224 Nepean Highway, Seaford (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

CAFÉ TANGO (former)

Other names: The Ti-tree, Ti-tree House, Arlunya, Arlunga (current)

224 NEPEAN HIGHWAY, FRANKSTON

Place type: Cafe, Guest House, Shop	Architect: Not known
Construction Date: c1930	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: To the extent of the property boundary (see Figure 13).

Locality History

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation, who utilised the Carrum Carrum Swamp as a food source. European settlers arrived in the area from c1840, often attracted to the coastal strip which was soon called Long Beach or Nine Mile Beach. The area was surveyed in 1863, after which many farmers acquired land in the district (Draper 2001:6). The extensive Carrum Swamp (of which the Edithvale-Seaford Wetlands were part of) impeded early agricultural and residential settlement with its periodic flooding, however, after various efforts in the nineteenth and twentieth centuries, the main part of the swamp was gradually cleared and drained for development.

The railway line was extended to Frankston, through what was to become known as Seaford, in 1882. While no station was erected in Seaford during this period, various sidings were constructed, particularly for the transport of quarried sand, an early local industry. It wasn't until 20 November 1913 that a railway station was officially opened in Seaford, when the town comprised only a small number of houses and a general store. Around the time of its construction, Seaford station acquired its name at a community meeting, which subsequently also named the town (Draper 2001:3-5). The establishment of the railway station ushered in a period of growth for the attractive coastal area (Jones 1989:140). The first unofficial post office opened in the general store in 1914, the same year the Seaford State School was established at its original site on what is now the Nepean Highway, before moving to its current site in 1921 (Draper 2001:30-33).

From the 1920s Seaford, like the coastal towns to the south, boomed as a holiday destination, with many holiday makers visiting the beach each summer, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). Guest houses opened and many residents rented their bungalows or spare rooms to boarders (Draper 2001:16). In 1931 *The Age* published an article describing the town:

Seaford, the gateway of Frankston, whose popularity for day excursions grows every summer, is notable for its gently-shelving, sandy beach, and a sheltering belt of ti-tree that provides ideal picnicking spots ... Public tennis courts and a cricket ground add to the attraction of Seaford, where an increasing number of guesthouses on the western side of the highway cater for visitors (Age, 23 Dec 1931:12).

Seaford saw a dramatic increase in population and residential development following World War II. This corresponded with both manufacturing and industrial development in the wider area, and the affordability of land offered for sale (Butler et al. 1995:30). Development of Seaford continued throughout the second half of the twentieth century (Victorian Places).

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

In November 1917, Arthur Carthew, a Brighton merchant, purchased a row of lots – Part of Lot 8 and Lots 9 to 12 – fronting what is now Nepean Highway in Seaford. From 1926 he on-sold four of the lots (LV:V3808/F584) and in February 1927, William Morris Griffiths, Glenhantly manufacturer, purchased parts of Lot 8 and 9 (with a frontage of approximately 15m; the northern part of the subject site) (LV:V5253/F449). William Griffiths may be associated with the Griffiths family, of Griffiths Tea fame, who settled near Armstrong Road, Seaford in the early 1900s (Draper 2001:12).

In March 1929, Griffiths, who was now addressed to 'Point Nepean Road, Seaford' and recorded as a brass moulder, purchased additional land to the south (the remainder of Lot 8 and part of Lot 7) (LV:V4275/F813). While this land remained on a separate title, it continued under the same ownership as Griffith's land immediately north (in 2020, part of Lot 7, Lot 8 and part of Lot 9 form the subject site at 224 Nepean Highway).

By 1931, a two-storey building with a single-storey wing to the rear and outbuilding directly behind the house, had been constructed on the site, as shown in a 1931 aerial photograph. This appears to be the extant building at 224 Nepean Highway. (Figure 2). It appears that the cottage adjacent to Kananook Creek did not exist at this date (not confirmed).

A series of local newspaper articles suggest that 'Café Tango' occupied the subject site from c1930, under Griffith's ownership. Advertisements for a furnished flat at 'Café Tango' on Point Nepean Road, Seaford were advertised in January 1930 (*Age*, 21 Jan 1930:16). Early in 1933 'Café Tango' was advertised for sale, described as a 'most attractive two-story brick and concrete shop and dining room and WB [weatherboard] dwelling containing 7 rooms', with a fernery and motor shelter (*Frankston and Somerville Standard*, 28 Jan 1933:5). By March 1933 a Mrs Murray Waller was advertised as the new owner of 'Cafe Tango', which had been renamed 'The Ti-tree' (*Frankston and Somerville Standard*, 18 Mar 1933:4); though title records indicate that William Griffiths remained the owner of the property. Advertisements described the 'charming lounge tea-rooms, an attractive games room and ballroom' available for parties, bridge and ping pong tournaments (*Frankston and Somerville Standard*, 25 Mar 1933:5). The café was soon advertised as 'Ti Tree House' (*Argus*, 1 Jun 1933:3).

In October 1934, Griffiths advertised 'Ti-tree House' café for sale. At the time, the property included an imposing two-storey brick and weatherboard building which comprised an up-to-date shop and dining room. The building was described as 'artistically decorated and panelled throughout' with a polished dance floor and dwelling of seven rooms, and 'ideal for flats or guest house'. The article also noted a 'concrete bungalow' (18ft x 16ft) on the site (*Argus*, 20 Oct 1934:18). The property does not appear to have sold at this date and in 1942 the property was transferred to William Griffith's wife, Ada Griffiths 'of Point Nepean Road, Seaford' (LV:V5253/F449; *Argus*, 5 Mar 1952:13). The following year in 1943, Ada Griffiths sold the property to Frederick Krerouse and Ian McEacharn, Melbourne solicitors, and Hamilton Sleigh, Melbourne merchant (LV:V5253/F449). An aerial photograph dated 1945 shows the extant two-storey building and its single-storey wing to the rear, the outbuilding directly behind the house and cottage adjacent to Kananook Creek (Figure 3). In 1945, the Sands & McDougall Directories continued to list the property as 'Ti Tree House' in Seaford, run by F T Ahrens.

From August 1948, the property was owned by Krerouse, Sleigh and three other parties. Subsequent owners were Phillip Dietrich and Francis Burton from May 1951, and Edmund and Ethel Fox, and Carsten and Nell Fox from 1952 (LV:V5253/F449; V7672/F049). The property was owned by various members of the Fox family from 1952 to 1985 (LV:V8477/F117). During this period the property served various commercial purposes.

From November 1951 to 1959 'Arlunya' guest house and furnished flats was advertised at 224 Nepean Highway, Seaford, in Melbourne newspapers (*Age*, 10 Nov 1951:40; 21 Feb 1959:21). Advertisements published in December 1951 referred to the property as both 'Arlunya' and 'Arlunga' (*Argus*, 15 Dec 1951:39). The property was advertised for sale as a business opportunity in September 1953, described as a large concrete and timber dwelling with approximately 24 furnished rooms or eight flats. The advertisement stated that it 'could be converted to shop and dining room' (*Weekly Times*, 16 Sep 1953:76). In 1965 the property was advertised for sale as a 'guest house and restaurant' (*Age*, 10 Apr 1965:76) and from 1970, Barrie's Antiques occupied the site (*Age*, 20 Jun 1970:65).

In 1985 the property was sold to the Browns, and then passed through various owners, serving as 'Arlunga Antiques' from c1989 (LV:V8477/F117; *Age*, 15 Jul 1989:110). Architectural plans dated 1993 (Figure 4 & Figure 5) show proposed internal works to create tearooms. The plans show that the property comprised the two-storey building, single-storey section to the rear (serving in part as a residence) and what was annotated as an 'existing old shed' that was extended to the east as part of these works, and an 'existing uninhabitable old house' adjacent to Kananook Creek and the south boundary (FCC BP).

The property was described in a 1995 sales advertisement as 'Arlunga Antiques' with two additional dwellings, on two separate titles (*Age*, 22 Nov 1995:10) and in 2000 it was described as a restaurant with two weatherboard cottages on two titles (*Age*, 1 Apr 2000:164). In 2020 the property is addressed as two parcels (1/224 and 2/224), the cottage adjacent to Kananook Creek serving as a second residence. Both buildings on the property appear to serve as private residences in 2020.

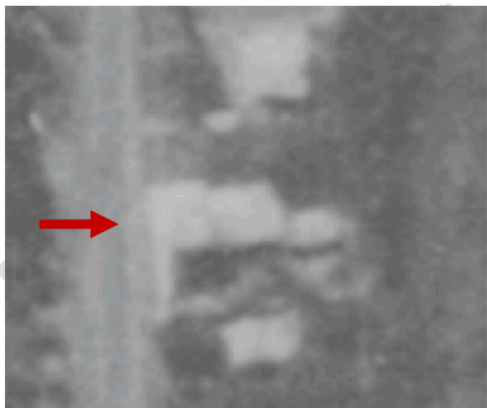


Figure 2. Aerial photo dated 1931, which shows buildings occupying the subject site, indicated by the arrow. North is to the top of the image (Landata Victoria, aerial dated Nov 1931).



Figure 3. Aerial photo dated 1945, showing the buildings at the subject site, indicated by the arrow. North is to the top of the image (Landata Victoria, aerial dated Dec 1945).

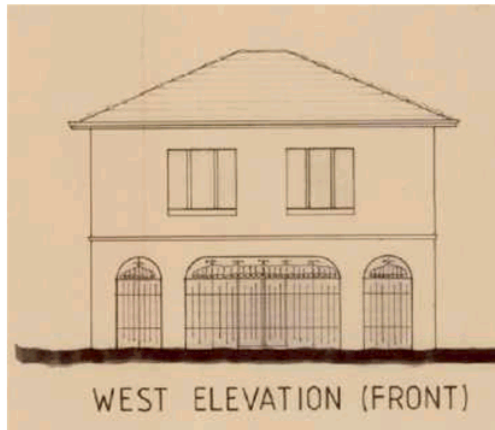


Figure 4. The west (Nepean Highway) elevation in 1993 (FCC BP).

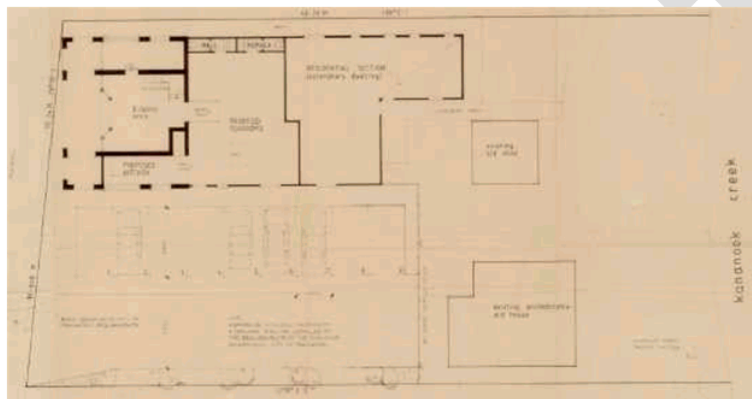


Figure 5. The existing buildings at the property in 1993, including an 'old shed' and 'old house' towards the rear of the property (FCC BP).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 5 Building Victoria's industries and workforce
 - 5.7 Catering for tourists
- 6 Building towns, cities and the garden state
 - 6.7 Making homes for Victorians

Description

Located in the suburb of Seaford, the subject site addresses Nepean Highway and the Seaford foreshore to the west and Kananook Creek to the east. Four structures are arranged on the site including the former 'Café Tango'; constructed in c1930. This building displays characteristics of the Mediterranean style, such as light-coloured textured walling, a medium-pitched hipped roof and simple arcaded loggia.

The former Café Tango is built to the street frontage with a two-storey main section and a single storey rear section with secondary wing to the east. All roofs are hipped and clad in slate with overhanging eaves. The building is of brick construction and the walls are finished in a trowelled render in an exaggerated fish scale

pattern. A single string moulding runs across the midline of the principal (west) elevation, and immediately below this is a centrally placed, smooth-rendered panel with cursive script nameplate.

A recessed loggia runs the full length of the street frontage at ground level and extend around the northern corner. The loggia is raised above the adjoining public footpath and provides access to the central main which is flanked by expansive splayed shop windows. Wrought iron-screens fill the loggia openings and to the form balconettes to all windows to the upper floor.

Several other buildings share the site with the main building: a small L-shaped gable-roofed house, to the southeast of the site; a hipped-roof structure to the centre-east of the site, and a later sheet-metal clad shed to the immediate south of the main building which provides covered parking. An at-grade gravel driveway or carpark connects these buildings.

Later alterations include the infilling of the loggia along the north elevation and the construction of a carport/garage to the south.



Figure 6. Aerial view 224 Nepean Highway, Seaford (indicated)
(Source: Nearmap dated December 2019)



Figure 7. Principal (west) elevation



Figure 8. Oblique view, looking north.



Figure 9. Oblique view, looking east.



Figure 10 and 11. Views to the entrance portico, looking north (left) and south (right).



Figure 12. Additional buildings on site, as seen from the driveway entrance at Nepean Highway.

Integrity/Intactness

The former café, shop and guesthouse at 224 Nepean Highway retains a high degree of integrity in fabric, form and detail. While the property appears to have undergone some alterations, including the infilling of the loggia to the north elevation and the erection of a carport/garage to the south, these changes do not diminish the ability to understand and appreciate the place as a highly intact example of an Interwar café, shop and guesthouse in the Frankston City Council.

Comparisons

The former Café Tango is of note as a highly intact example of an Interwar café, shop and guesthouse in the municipality. Seaford witnessed a significant rise in popularity as a seaside resort town in the 1920s and 1930s

following the electrification of the railway in 1922 and the rise in private car ownership, and cafes, guesthouses and holiday accommodation were established to meet the demands of the tourist trade.

No examples of cafes and bayside guesthouses are currently included in the Heritage Overlay of the Frankston Planning Scheme and the building appears to have few comparators in the municipality. Café Tango retains a high degree of integrity to clearly demonstrate the characteristics of an Interwar café, shop and guesthouse.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The former Café Tango is illustrative of the historic development of Seaford as a popular seaside holiday destination in the Interwar period. Located on the Mornington Peninsula's main tourist route, the former café, shop and guesthouse clearly illustrates the increased popularity of the region in the 1920s and 1930s, which occurred as a result of the electrification of the Frankston railway line and the rise in private car ownership.

Criterion E: Importance in demonstrating particular aesthetic characteristics

The former Café Tango is a well-considered and carefully designed example of a café, shop and guesthouse built in Seaford in the Mediterranean style. The café, shop and guesthouse, with its simple symmetrical arrangement, arcaded loggia, light-coloured textured finish, and medium-pitched hipped roof, along with its bayside presentation, presents a picturesque composition of this architectural style.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To the extent of the property boundary as indicated in Figure 13 below.



Figure 13. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 20 August 2020)

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Café Tango (Former) – Statement of Significance, August 2020

Heritage place: Café Tango (former), 224 Nepean Highway, Seaford

PS ref no.: HO TBC



What is significant?

The former Café Tango at 224 Nepean Highway, Seaford, constructed c1930.

Elements that contribute to the significance of the place include (but are not limited to):

- The building's form, materials and detailing from its interwar period of construction, including its simple symmetrical form, masonry construction, arcaded loggia, light-coloured textured finish and medium-pitched hipped roof.
- The building's high level of integrity to its original design.

Other buildings on the site are not significant.

How is it significant?

The former Café Tango is of local historical and aesthetic significance to the Frankston City Council.

Why is it significant?

The former Café Tango is illustrative of the historic development of Seaford as a popular seaside holiday destination in the Interwar period. Located on the Mornington Peninsula's main tourist route, the former café, shop and guesthouse clearly illustrates the increased popularity of the region in the 1920s and 1930s, which occurred as a result of the electrification of the Frankston railway line and the rise in private car ownership (Criterion A).

The former Café Tango is a well-considered and carefully designed example of a café, shop and guesthouse built in Seaford in the Mediterranean style. The café, shop and guesthouse, with its simple symmetrical

arrangement, arcaded loggia, light-coloured textured finish, and medium-pitched hipped roof, along with its bayside presentation, presents a picturesque composition of this architectural style (Criterion E).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020

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BEEHIVE WELL

190N OLD WELLS ROAD, SEAFORD



Figure 1. Beehive well, 190N Old Wells Road, Seaford (GJM Heritage, April 2020).

DATE: August 2020

FILE: 2020-007

BEEHIVE WELL

190N OLD WELLS ROAD, SEAFORD

Place type: Well	Architect: Not known
Construction Date: c.1900	Builder: Not known
Recommendation: Include in the Heritage Overlay	Extent of Overlay: Refer to the Figure 13.

Locality History

Prior to European settlement this area was occupied for thousands of years by the Bunurong people of the Kulin Nation, who utilised the Carrum Carrum Swamp as a food source. European settlers arrived in the area from c1840, often attracted to the coastal strip which was soon called Long Beach or Nine Mile Beach. The area was surveyed in 1863, after which many farmers acquired land in the district (Draper 2001:6). The extensive Carrum Swamp (of which the Edithvale-Seaford Wetlands were part of) impeded early agricultural and residential settlement with its periodic flooding, however, after various efforts in the nineteenth and twentieth centuries, the main part of the swamp was gradually cleared and drained for development.

The railway line was extended to Frankston, through what was to become known as Seaford, in 1882. While no station was erected in Seaford during this period, various sidings were constructed, particularly for the transport of quarried sand, an early local industry. It wasn't until 20 November 1913 that a railway station was officially opened in Seaford, when the town comprised only a small number of houses and a general store. Around the time of its construction, Seaford station acquired its name at a community meeting, which subsequently also named the town (Draper 2001:3-5). The establishment of the railway station ushered in a period of growth for the attractive coastal area (Jones 1989:140). The first unofficial post office opened in the general store in 1914, the same year the Seaford State School was established at its original site on what is now the Nepean Highway, before moving to its current site in 1921 (Draper 2001:30-33).

From the 1920s Seaford, like the coastal towns to the south, boomed as a holiday destination, with many holiday makers visiting the beach each summer, assisted by the electrification of the railway, better roads and an increase in motor car travel (Jones 1989:144). Guest houses opened and many residents rented their bungalows or spare rooms to boarders (Draper 2001:16). In 1931 *The Age* published an article describing the town:

Seaford, the gateway of Frankston, whose popularity for day excursions grows every summer, is notable for its gently-shelving, sandy beach, and a sheltering belt of ti-tree that provides ideal picnicking spots ... Public tennis courts and a cricket ground add to the attraction of Seaford, where an increasing number of guesthouses on the western side of the highway cater for visitors (Age, 23 Dec 1931:12).

Seaford saw a dramatic increase in population and residential development following World War II. This corresponded with both manufacturing and industrial development in the wider area, and the affordability of land offered for sale (Butler et al. 1995:30). Development of Seaford continued throughout the second half of the twentieth century (Victorian Places).

Place History

Note: Access to the Public Record Office Victoria was not available during the course of this study due to the Covid 19 pandemic. Built dates and some other details have therefore not been confirmed.

The following is based on the history from the Context (Nov 2018) report 'Beehive Well, Edithvale-Seafood Wetlands, off Armstrongs Rd, Seaford, Preliminary Heritage Assessment', with additional research as cited.

The beehive well was constructed west of Wells Road (current Old Wells Road), on Crown Allotment 86 (Parish of Lyndhurst, County of Mornington). This area is a remnant of the once extensive Carrum-Carrum Swamp (or Karrum Karrum Swamp), long been occupied by the Bunurong people of the Kulin Nation. The wetlands have been significantly modified since European settlement by phases of clearing and grazing (RNE).

European settlement

Being relatively close to the early settlement at Melbourne, land in the Seaford area was taken up for pastoral purposes in the late 1830s.

Despite its tendency to inundation, the Carrum Swamp was thought to have potential value as a farming area and attempts were made to drain the area in the 1870s. In 1871 the Carrum Swamp was surveyed and the area was thrown open for selection under the *Land Act* (Vic) of 1869. However, selectors were slow to purchase blocks and the first sales did not take place until 1875. By 1871, a north-south route that approximates the current Old Wells Road was evident (Figure 2).



Figure 2. Plan dated 1871, showing the low land of the Carrum Swamp. The blue star indicates the approximate location of the extant well on Crown Allotment 86 (Map by J Noone, Melbourne, 1871 via National Library of Australia).

Selectors faced considerable challenges farming on the swamplands. The country was dense scrub and the swamp was brackish; the ongoing flooding and the problems in maintaining a fresh water were major obstacles. To further aid drainage, the Patterson Cut was constructed in 1879, now the Patterson River.

Bennett occupation

In 1877, Crown Allotment (CA) 86 on the eastern edge of the swamp (which included the subject site) was taken up under the *Land Act* of 1869 by Charles Bennett, who was then granted a lease for the land c1880.

From the mid-1870s Bennett was living in Melbourne as a hotelkeeper (Age, 17 Mar 1875:3), but in 1880 he gave his address as Long Beach, Frankston.

Following Charles Bennett's death in 1881, his widow Honora (or Honor) Bennett received the Crown Grant for CA86 on 23 June 1887, as executor of his estate (as evident on the Parish Plan, Figure 3). Bennett also received the Crown Grants for the adjacent Crown Allotments 93, 83 and 78, as well as other allotments nearby.



Figure 3. Detail from Parish of Lyndhurst parish plan, dated 1949. The plan shows the original Crown Grantees of each allotment. The blue star indicates the approximate location of the extant well (State Library Victoria).

Bennett's probate file indicates that Crown Allotment 86 (Parish of Lyndhurst) did not comprise any buildings in 1881. In October 1887, Bennett's estate was advertised for auction, which confirmed that Crown Allotment 86 (grouped with other surrounding allotments, totalling 607 acres) was advertised for sale as 'land', with no structures mentioned (Argus, 31 Oct 1887:2). This suggests that it is unlikely that the well was built prior to 1887, when the land was leased and then owned by the Bennett family.

When Honor Bennett died in 1905 (addressed to St Kilda), the real estate assets listed in her probate files did not include Crown Allotment 86 (Parish of Lyndhurst), which suggests that the property sold following advertising in 1887 (Bennett probate).

Carrum Irrigation and Water Supply Trust

In 1889, the Carrum Irrigation and Water Supply Trust was established to enable improved productive use of the land through a drainage scheme, with a view to attracting market gardeners and small farmers. The Carrum Swamp was partially drained in the 1890s to enable settlement.

In September 1897, the Carrum Irrigation and Water Supply Trust reported in a local newspaper that 'It was resolved to build a brick well at the springs on Well's road' (*South Bourke and Mornington Journal*, 29 Sep 1897:2). By August 1898 the Trust had accepted a tender from Joseph Lamb for 'digging and bricking a well at the Springs' (*South Bourke and Mornington Journal*, 31 Aug 1898). The location of 'the Springs' is not known, but it may be the same location of the well at the subject site.

From 1904, the district of the Carrum Waterworks Trust came under the broader management of the State Rivers and Water Supply Commission (SRWSC). The SRWSC was a State government authority that managed all the local waterworks trusts and drainage trusts in Victoria that were outside of the area managed by the Melbourne and Metropolitan Board of Works.

Closer Settlement

From c1906, this land was subject to the *Closer Settlement Act (Vic)* 1898. The Closer Settlement Board was established in 1905 to oversee the breakup of the large pastoral estates for smaller farms, and to oversee settlement on reclaimed swamplands. The area of the Carrum Swamp was reclaimed for settlement under the Closer Settlement Board when it became known as Carrum Downs. This area was covered with dense scrub and it took settlers considerable physical effort to clear and improve the land for the purpose of farming. Market gardens and dairy farms were established in this area in the early 1900s, but settlers struggled with ongoing problems of periodic extensive flooding as well as periods of drought.

Under the *Closer Settlement Act*, settlers were required to improve their blocks with a dwelling, fencing and farm buildings as well as 'to take steps to obtain an adequate water supply' (CSB, 1920). A requirement by the Closer Settlement Board for settlement on reclaimed swamp land was to erect fencing and 'make improvements on the land' (State of Victoria, 1909).

If the domed brick well is not that constructed by the Carrum Irrigation and Water Supply Trust in 1897, it may date to the early 1900s when the area came under the Closer Settlement Board.

In the township of Seaford, a domestic water supply was established in c1921 as an extension of the Peninsula Water Supply, but this service was only available to residents in the township proper and not to settlers on the nearby reclaimed swamp. A reliable water supply for settlers remained a problem. During a period of drought in 1923, for example, the local newspaper reported that local settlers at Seaford were doing it tough and that the wells had failed:

The prolonged dry weather is responsible for many people having to cart water from the main water scheme, owing to tanks giving out. Many wells have given out and the water has had to be followed down by deepening (Frankston and Somerville Standard, 21 Mar 1923:4).



Figure 4. Detail from a c1950s plan of the western portion of the Seaford Riding, Shire of Frankston and Hastings. The blue star indicates the approximate location of the extant well, just north of what is now shown as Armstrongs Road. Some of these street alignments through the wetlands do not exist in 2020 (State Library Victoria).

Known development

Aerial photographs dated 1956 and 1958 show a cluster of development at the subject site (Figures 5 & 6), which appear to correlate with the location of the well. It has not been confirmed what type of development existed at this date.

By 1977, the above-ground development had been removed (see Figure 7).



Figure 5. Detail of an aerial dated 1956, showing buildings in the vicinity of the remnant well (Landata Victoria).



Figure 6. Detail of a 1958 aerial photo, showing buildings in the vicinity of the remnant well (Landata Victoria).



Figure 7. Detail of a 1977 aerial photo, showing the approximate location of the extant well. No buildings appear to remain in the area (Landata Victoria).

In 1993, Crown Allotment 86B (as shown in Figure 8; totalling 20.93 hectares which included the subject site) was temporarily reserved for conservation as an area of natural interest, under Sections 4 and 7 of the *Crown Land (Reserves) Act 1978* (VGG, 1993:519). Since this date the Edithvale-Seaford Wetlands, and the subject site, have been managed by Melbourne Water.

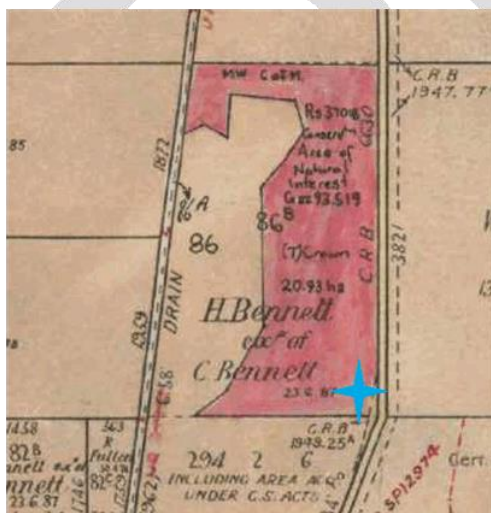


Figure 8. Detail of the Lyndhurst Parish Plan showing Crown Allotment 86B (coloured red), which was reserved for conservation in 1993. The approximate location of the extant well is indicated by the star (Lyndhurst Parish Plan).

Historical Themes

The place illustrates the following themes as outlined in *Victoria's Framework of Historical Themes*:

- 2 Peopling Victoria's places and landscapes
 - 2.3 Adapting to diverse environments
 - 2.7 Promoting settlement
- 4 Transforming and managing land and natural resources
 - 4.7 Transforming the land and waterways

Description

The well site is located in the eastern region of the Seaford Wetlands Natural Features Reserve, which forms part of the Edithvale-Seaford Wetlands. The wetlands cover 650 acres and are bordered to the north by the Kananook Creek, to the east by Old Wells Road, to the south by Austin Road and to the west by the suburb of Seaford. The well site is near the intersection of Armstrongs Road and Old Wells Road (approximately 136m north of Armstrongs Road and 45m east of Old Wells Road).

The well is brick-lined with a render finish. It has a domed – or 'beehive' – form with a circular opening at the top allowing for water collection. The following measurements were recorded during an October 2018 inspection by Context Pty Ltd:

- Diameter: 2750mm (width in straight line)
- Curved side: 1700mm (from top to bottom)
- Bricks: 9-9.25 inches long and 3 inches wide
- Diameter of opening at the top: 950mm wide
- Thickness of the ridge of the opening at the top: 130mm

The depth of the well is unknown.

The bricks used are red in colour, and appear to be handmade. A protective wire grille has been fitted to the opening at the top.



Figure 9. Aerial view of the well site, with Old Wells Road at right (Source: Nearmap, dated 28 January 2020).



Figure 10. Looking west from Old Wells Road to the well site. The temporary fencing around the well is partially visible at centre frame.



Figure 11. Looking west to the well, showing temporary fencing and low vegetation (stakes indicate recent plantings made by a Landcare group).



Figure 12. Looking south to the well.

Integrity/Intactness

The Beehive Well retains a high degree of integrity in fabric and form. It remains highly intact and can be readily understood and appreciated as a brick-lined, domed well.

Comparisons

The Beehive Well is of note as a rare surviving example of a brick-lined, domed well, constructed as part of attempts to cultivate the land in the late-nineteenth to early-twentieth century. Brick-lined wells were a common feature of farming properties, especially where there was little access to fresh water supplies.

Although historical records refer to the existence of wells in the locality in the early-twentieth century, no other surviving examples of similar structures have been identified within the municipality. The Beehive Well has no direct comparators in the Heritage Overlay of the Frankston Planning Scheme.

Assessment Against Criteria

Following is an assessment of the place against the recognised heritage criteria set out in *Planning Practice Note 1: Applying the Heritage Overlay* (August 2018).

Criterion A: Importance to the course or pattern of our cultural or natural history

The Beehive Well has a strong association with the agricultural history of Seaford, having been constructed at the turn of the nineteenth century as part of attempts to cultivate land in and around Carrum Swamp. It is illustrative of the early rural development of Seaford, and is linked to the drainage of the Carrum Swamp in 1890, which opened up the area for farming and attracted permanent settlers to the region. As a remnant from this period, it remains as evidence to illustrate the difficulties in establishing viable settlements in such locations.

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history

The Beehive Well is the only remnant of attempts to cultivate this part of Seaford at the turn of the century. It is a rare surviving example of a brick-lined dome well, which were a common feature of rural properties in the municipality in the early-twentieth century, and remains intact to provide evidence of the early rural development of the region.

Grading and Recommendations

It is recommended that the place be included in the Heritage Overlay of the Frankston Planning Scheme as a locally significant heritage place.

Recommendations for the Schedule to the Heritage Overlay (Clause 43.01) in the Frankston Planning Scheme:

External Paint Controls?	No
Internal Alteration Controls?	No
Tree Controls?	No
Outbuildings or Fences not exempt under Clause 43.01-3?	No
Prohibited Uses Permitted?	No
Aboriginal Heritage Place?	No

Extent of the Recommended Heritage Overlay

To a radius of 10m from the centre of the well as shown in Figure 13 below.



Figure 13. Recommended Extent of
Heritage Overlay
(Basemap Source: Nearmap,
accessed 20 August 2020)

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Beehive Well – Statement of Significance, August 2020

Heritage place: Beehive Well, 190 Old Wells Road,
Seaford

PS ref no.: HO TBC



What is significant?

The Beehive Well at 190 Old Wells Road, Seaford.

Elements that contribute to the significance of the place include (but are not limited to):

- The domed rendered brick form and brick lining of the well.

How is it significant?

The Beehive Well is of local historical and rarity significance to the Frankston City Council.

Why is it significant?

The Beehive Well has a strong association with the agricultural history of Seaford, having been constructed at the turn of the nineteenth century as part of attempts to cultivate land in and around Carrum Swamp. It is illustrative of the early rural development of Seaford, and is linked to the drainage of the Carrum Swamp in 1890, which opened up the area for farming and attracted permanent settlers to the region. As a remnant from this period, it remains as evidence to illustrate the difficulties in establishing viable settlements in such locations (Criterion A).

The Beehive Well is the only remnant of attempts to cultivate this part of Seaford at the turn of the century. It is a rare surviving example of a brick-lined dome well, which were a common feature of rural properties in the municipality in the early-twentieth century, and remains intact to provide evidence of the early rural development of the region (Criterion B).

Primary source:

Frankston City Council Heritage Gap Review (Stage 2), GJM Heritage, September 2020



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APPENDIX 2 – HERITAGE CRITERIA (PLANNING PRACTICE NOTE 1)

Criterion A: Importance to the course or pattern of our cultural or natural history (historical significance).

Criterion B: Possession of uncommon, rare or endangered aspects of our cultural or natural history (rarity)

Criterion C: Potential to yield information that will contribute to understanding our cultural or natural history (research potential).

Criterion D: Importance in demonstrating the principal characteristics of a class of cultural or natural places or environments (representativeness).

Criterion E: Importance in exhibiting particular aesthetic characteristics (aesthetic significance).

Criterion F: Importance in demonstrating a high degree of creative or technical achievement at a particular period (technical significance).

Criterion G: Strong or special association with a particular community or cultural group for social, cultural or spiritual reasons. This includes the significance of a place to Indigenous peoples as part of their continuing and developing cultural traditions (social significance).

Criterion H: Special association with the life or works of a person, or group of persons, of importance in our history (associative significance).