MORNINGTON PENINSULA HERITAGE REVIEW, AREA 3

Volume 2 - Citations

July 2019



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This Heritage Review has been undertaken in accordance with the principles of the Burra Charter adopted by ICOMOS Australia

This document has been completed by
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Final Draft Report issued to Council July 2019

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HERITAGE CITATION 1C

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Woodlands
Address:	12 Derrick Street, Blairgowrie
Place Type:	House
Construction dates:	Circa 1903
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo sourced from realestate.com, July 2018. Building not visible from street.

Statement of Significance:

What is significant?
12 Derrick Street, Blairgowrie, known as Woodlands, is a Late Victorian limestone and brick house, dating to circa 1903. It was built for the locally significant Hughes family, who owned kilns near here, and was occupied by members of their family until 1927.

The limestone and brick house appears to retain some of its Late Victorian fabric. It has a symmetrical façade with a hipped iron roof, two brick chimneys, and quoining to the windows and doors in red brick. The timber door has sidelights and fanlight. The house has been altered and extended to the side, rear and the front verandah is new.

How is it significant?
12 Derrick Street, Blairgowrie is of local historical and representative(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

12 Derrick Street, Blairgowrie is historically significant for its association with the Hughes family. The property was constructed circa 1903 and is a good example of a Late Victorian limestone and brick house. It belonged to a well-known and influential local family of lime burners and is partially intact. (Criterion A)

The house retains some of its original features of a Late Victorian house, including limestone walls and brick quoining and chimneys, timber doors and windows. It has been built in and it is now accessed from the rear of the house on Derrick Street. (Criterion D)

History:

Blairgowrie
The land of which Blairgowrie is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Blairgowrie was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats, later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51] At Blairgowrie the Hughes family and the Cain family operated kilns around Hughes Road and St Johns Wood Road. Further to the south east were the kilns of Rye. Between Rye and Portsea there was a constant flow of lime burners and drays and many of the early roads developed near to these kilns. Owen Cain in particular, owned over 700 acres of land between Rye and Sorrento. Here he operated kilns and ran livestock and gave rise to a sprawling family who married into other local families. Cain's Blairgowrie kiln remained in operation until 1916 and was well preserved until the late 1930s. [Butler & Context, 2012:54]

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. Developments in Sorrento by Coppin and Duffy, brought wealthy gentlemen to the Peninsula and opened up more lands for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay with one notable exception on a hill in what is now Blairgowrie. [Butler & Context, 2012:29]

The name Blairgowrie came from Dr John Blair (1834-1887) who purchased the house and property Villa Maria in 1876. It had been built for Parliamentarian and founder of the catholic weekly, the Advocate, Michael O'Grady in 1872. [Butler & Context, 2012:31] Dr Blair was a well-known Melbourne doctor who had been seminal in the establishment of the Alfred Hospital. A description of his property was included in the Argus, in 1887. "A stone house, with wide verandah allround, erected by the late Hon M. O'Grady, containing in all eight rooms five thereof being large sized ones, well furnished, and ready for immediate occupation, with cellar, outhouses, stable, &c., also large underground tank...There are also valuable limestone deposits on estate which can be worked to great advantage." [The Argus, 5 November 1887, p.16.] Blairgowrie House continued to be owned by the Blair family until 1961 when it was sold to the National Trust, who then sold it circa 1991.

Dr John Blair was joined at Blairgowrie by two other doctors from Melbourne, Dr George Graham and Dr J.W Gunst. Graham and Gunst, both built wattle and daub and stone houses on their blocks between Melbourne Road and the Back Beach. Graham's house, known as Roseville and Gunst's known as Longford Cottage are still extant. [Hollinshed, 1982:44] Blairgowrie's development as a beachside suburb only occurred once the extensive lands of Blairgowrie House were subdivided and lime burning had moved to Rye. Some of the lands belonging to the Hughes and Cain families created other subdivisions.

The first major subdivision of 214 lots around Blairgowrie House was undertaken in the Inter-War period. [Blairgowrie Estate, Sorrento, subdivision plan, circa 1910-1930, State Library of Victoria] Between 1949 and 1954 Cain's Estate was being advertised between Canterbury Jetty and Macs Corner. In 1954 it was re-advertised as land for only a 5 pound deposit [The Argus 18 April 1949, 19 February 1954] In 1955, Wilsons Estate on the corner of Nepean Highway and St Johns Wood Road was advertised which included 18 shop sites and 39 home sites. [The Argus 28 Jan 1955] The lack of a commercial area and retail strip was rectified by this subdivision with the development of the Blairgowrie shopping strip along Point Nepean Road. Prior to this a single shop and post office at Macs Corner had been the only business between Sorrento and Rye.

A major building wave began in the 1960s and 1970s in Blairgowrie. The earlier part of this period, after World War Two, saw some ground breaking modernist designs for holiday homes in other parts of the Peninsula, which resulted in a new trend of small, modernist, spare beach houses along the lines of the Small Homes Service, offered by The Royal Victorian Institute of Architects and The Age newspaper. [Butler & Context, 2012:109-110] Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] Blairgowrie's streets are well known for the remnant vegetation, dune topography and well treed blocks. By the 1980s and 1990s that had begun to change and one of the marked elements of housing in the Peninsula since then is the development of large suburban houses and subdivisions which fit the entirety of the block.

History of the Place:

The Thematic History of the Shire discusses the influence of limestone on the development of the area. The use of limestone became an important building technique. hence the area between Blairgowrie and Portsea are remarkable for their unusually large numbers of limestone buildings (over 100) ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. From about 1856, Rye became the chief lime burning area. it is thought that the last kiln to operate on the Peninsula was owned by John Cain and was located on the hill just north of what is now Byron Close, Rye. Cain's Blairgowrie kiln remained in operation at least until 1916 and was still in a state of perfect preservation in the late 1930s. Former kilns that may have retained some structural elements, have been located at Byron Close, west of Canterbury Road, Rye, built by Owen Cain in the 1860s, the site of the Hughes lime kiln in Hughes Road, near Koonya Beach, Blairgowrie, the John Cain kiln in Byron Street, Blairgowrie and the remains of Dennis Sullivans 1840 kiln in the Quarantine Station. [Butler & Context, 2012: 53-54]

The Flinders Heritage Study writes that this house was constructed for James Hughes, a lime burner, in 1893. James may have been the builder because, with his brother William, he helped construct Hughes Road in 1903-4. As the names suggests, the road was named after the Hughes brothers as they had requested its construction and worked with the Council to achieve it. The Hughes brothers also owned the Oriental Coffee Palace at 18-24 Ocean Beach Road, 875 Melbourne Road, Sorrento, and the Vicarage at 89 Hotham Road, Sorrento. [Context 1992, 1997: 601]

William Hughes Snr (1840-1904) arrived in Port Phillip in 1854 and arrived in Sorrento in 1870. By 1875 he was listed as a quarryman and lime burner. He ran kilns for James Ford, Wischer, Blair, J and CG Duffy. He was licensee of the Continental Hotel between 1882 and 1887, before he built the Oriental Coffee Palace, opposite the Conti on Ocean Beach Road. It is not clear which of the Hughes family built which houses in Sorrento and it is not at all clear that the information provided in the Flinders Heritage Study is correct, particularly whether the Hughes family built their own houses. Some of the following information is gleaned from a genealogical booklet on the Hughes family and other details have been taken from Hollinshed and Context.

The limestone house at 89 Hotham Road was the first house built in 1882 for William Hughes Snr when he was the licensee of the Continental Hotel. The family sold it in 1893 to St Johns Church of England in Sorrento. Hughes had built the two storied Oriental Coffee Palace in 1887-88 in local limestone. The building was possibly run by his sons James and William until 1917. Other properties built by or for the Hughes family include 875 Melbourne Road, Sorrento called Theo Cottage. Built partially in limestone, circa 1891 for William Michael Hughes (1863-1924) he owned it until 1904. The rate books ascribe an allotment and building worth 10 pounds to William Hughes Jnr from 1891 until 1904. [Woiwod, 2015]

3489 Point Nepean Road later called Paroroo was built for the other Hughes brother, James Patrick (1866-1953), in 1893. This house, Woodlands at 12 Derrick Street, Blairgowrie was occupied by James and his wife, Julia, daughter of Joseph Cain from about 1903 until 1927. It was definitely occupied by them in 1910 when Julia died giving birth to her daughter, Mabel. In 1904 the local newspaper records the Hughes brothers asking Council to help them build a road from Cameron's Bight to Melbourne Road, past Woodlands. When completed the road was named after them. The earliest date for the Hughes family at Woodlands is therefore circa 1903. [Context, 1992, 1997:250] 3489 Point Nepean Road might have been the first house of James and Julia Hughes until they moved to Woodlands in circa 1903.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 4: Utilising Natural Resources
Theme 4.1: Lime
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Bernard Woiwod, 2015, *The Hughes Family of Sorrento*, Eltham North
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

This limestone and brick house demonstrates several typical Late Victorian design features. It has a symmetrical facade with limestone walls and red brick quoins and the central entrance is a typical Edwardian doorway with side and high lights. The original verandah has been replaced and now has a new skillion roof and new posts and brackets which may be copies of original timber brackets. The roof has no eaves and two corbelled brick chimneys. The house cannot be seen from a public space as it has been built in at the front.

Comparative places:

Paroroo, 3489 Point Nepean Road, Sorrento (1893), painted limestone and brick asymmetrical house with projecting bay with ornate lacework to verandah and shutter to front windows. Front projecting bay has a large timber sash window with sidelights.

Pembroke, 877 Melbourne Road, Sorrento (1908) was built by another stonemason, William Skelton for his own family. Similar to Paroroo it is brick and limestone, has a projecting bay with gable roof, verandah to the side and Late Victorian styling with eave brackets and sidelights to the front door. Arched windows and brick decoration in the gable ends indicate a Federation date.

Eastcliff, 881 Melbourne Road, Sorrento (1889-1905) built by local stonemason George Morce for his own family. It has a projecting bay in all-limestone and a front which has brick quoining. Its dates are most similar to Paroroo and the owners are similar local residents.

Linlithgow, 36-38 Darling Road, Sorrento (1902) built for the local Clark family who owned shops in Ocean Beach Road. It has a similar projecting front, verandah to side and limestone walls. It is not as intact as Paroroo.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The symmetrical front, limestone walls, brick quoining windows and door

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 8B

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Address:	15 The Loop, Blairgowrie
Place Type:	House
Construction dates:	Circa 1910-1930
Architectural style:	Inter- War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo sourced from realestate.com.au

Statement of Significance:

What is significant?
15 The Loop, Blairgowrie, is an Inter-War bungalow in its original garden setting, dating to circa 1910-1930. It was possibly built for the Blunt family, and was occupied by members of their family for 20 years.

The timber Inter-War bungalow appears to retain most of its original fabric. It has an asymmetrical façade with a projecting gable, with shingle decoration, notched weatherboards and some original windows and doors. The garden setting on a prominent corner allotment adds to its significance.

How is it significant?
15 The Loop, Blairgowrie is of local historical and representative(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

15 The Loop, Blairgowrie is historically significant as a rare Inter-War residence in Blairgowrie. The property was constructed circa 1910-1930 and is a good example of an Inter-War bungalow. It belonged to a local family of fishermen who might have built the house themselves and is very intact. (Criterion A)

The house retains a number of its original features of an Inter-War bungalow, including notched weatherboard walls, shingle gable end decoration, timber doors and windows, decorative verandah brackets and barge boards. The retention of the corner allotment enhances its significance. (Criterion D)

History:

Blairgowrie
The land of which Blairgowrie is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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advantage." [The Argus, 5 November 1887, p.16.] Blairgowrie House continued to be owned by the Blair family until 1961 when it was sold to the National Trust, who then sold it circa 1991.

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A major building wave began in the 1960s and 1970s in Blairgowrie. The earlier part of this period, after World War Two, saw some ground breaking modernist designs for holiday homes in other parts of the Peninsula, which resulted in a new trend of small, modernist, spare beach houses along the lines of the Small Homes Service, offered by The Royal Victorian Institute of Architects and The Age newspaper. [Butler & Context, 2012:109-110] Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] Blairgowrie's streets are well known for the remnant vegetation, dune topography and well treed blocks. By the 1980s and 1990s that had begun to change and one of the marked elements of housing in the Peninsula since then is the development of large suburban houses and subdivisions which fit the entirety of the block.

History of the Place:

The Thematic History of the Shire discusses the influence of limestone on the development of the area. The use of limestone became an important building technique. hence the area between Blairgowrie and Portsea are remarkable for their unusually large numbers of limestone buildings (over 100) ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. From about 1856, Rye became the chief lime burning area. it is thought that the last kiln to operate on the Peninsula was owned by John Cain and was located on the hill just north of what is now Byron Close, Rye. Cain's Blairgowrie kiln remained in operation at least until 1916 and was still in a state of perfect preservation in the late 1930s. Former kilns that may have retained some structural elements, have been located at Byron Close, west of Canterbury Road, Rye, built by Owen Cain in the 1860s, the site of the Hughes lime kiln in Hughes Road, near Koonya Beach, Blairgowrie, the John Cain kiln in Byron Street, Blairgowrie and the remains of Dennis Sullivan's 1840 kiln in the Quarantine Station. [Butler & Context, 2012: 53-54]

Crown allotment 47, was possibly alienated by R. Byrnes, as an 1866 plan indicates his name on the allotment marked with a hut and kiln. These are still annotated in 1880 as huts and kiln, on another plan copied below. [Map collection, State Library of Victoria] These are located close to where 15 The Loop is now located. It isn't known if any fabric from the kiln or the huts still exists on the site. Later, Point Nepean Road is straightened and The Loop is created by Flinders Shire Council on the bend in the old road which went around the high ground opposite Blairgowrie yacht club. According to rate books, in 1926 the address of the house was Point Nepean

Road. A 1952 Parish Plan of Nepean shows the new road easement that created The Loop. Possibly the bend in Point Nepean Road was the old alignment to service the kiln on the site.

The first owner for this address, in 1926 is Albert Nathan Blunt of Point Nepean Road, Sorrento fisherman. The address is Lot 9 on the corner of Point Nepean Road and Charles Street. In 1939 ownership changed to Ernest William Blunt of Preston. Ernest was the son of Albert and Ann Elizabeth Blunt. A quick check of probate and wills indicates that Albert Nathan Blunt died in Sunbury asylum in 1956. [Certificate of title Vol. 5140 Folio1027913]

In 1947 Gertrude and David Morrow both storekeepers of Sorrento are joint proprietors of Lot 9 with Austin and Gertrude McCarthy, storekeepers of Sorrento. Between 1953 and 1973 there were a number of different owners until Mary Buxton, Helen Dore, Felicity Jackman and Rita O'Keefe became joint proprietors and the property was then owned by Loreto Toorak Past Pupils Association Inc until 2013. It is unknown what the association did with the house, but it is presumed they rented it as a beach house to members. [Certificate of title Vol. 5140 Folio1027913]



1866 plan of Blairgowrie showing early hut and kiln belonging to R Byrne. Source, State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme7.8: Designing and building mansions, houses and holiday shacks
Theme 4: Utilising Natural Resources
Theme 4.1: Lime

Sources:

State Library of Victoria map collection
Newspapers, *Port Phillip Patriot and Advertiser* and *The Argus*
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

An Inter-War bungalow with a number of original features of the period. The house faces The Loop, an unusual street which curves around a rise on Point Nepean Road. The house is on a triangular block on the corner of Godfrey Street.

The house has an interesting Inter-War design with a projecting gable facing the street and a side verandah over a recessed gable and entry. The house is quite ornate, with shingles and air vent in the upper part of the front gable, cement sheet with vertical strapping above an original timber multi-pane sash window. Notched weatherboards begin at window height and are a feature right around the house. The timber verandah has ornate brackets and a timber floor. The timber barge boards of the gable ends has some missing decoration and possible decorative brackets under the eaves, which can't be clearly seen.

The rear of the house has a new room added in the mid twentieth century, and a fairly new iron roof without a chimney, some aluminium windows have been added, but otherwise the house appears to be in almost original condition.

Comparative places:

Blairgowrie has only a few extant houses from the Inter-War period. In Sorrento there are a number of extant Inter-War houses.

104-106 Ocean Beach Road, Sorrento (1923) is a similar asymmetrical timber bungalow with a projecting front gable and decorative strapping to the gable ends and air vents. It was built by the Redman hardware brothers for their parents.

25 Hotham Road, Sorrento (circa 1920-1930) a timber Inter-War bungalow with weatherboards, front gable with air vent, decorative porch with flat roof and timber projecting bay window.

20 Newton Avenue, Sorrento (1935) a timber bungalow with projecting front gable, and a flat roofed porch with decorative piers and multi-pane windows.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:

The asymmetrical front, verandah, original windows and doors, notched weatherboards and shingle gable decoration.

Garden and landscape:
An area of garden should be maintained at front of house to preserve views to house.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 10

Heritage Overlay number: **XXXXX**

HERMES No.	XXXXX
Place Name:	Paterson House (former)
Address:	4 Tallarook Street, Blairgowrie
Place Type:	House
Designer/architect:	Anatol Kagan & Associates
Construction dates:	1957
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?

4 Tallarook Street, Blairgowrie, is a two-storey holiday house comprising a butterfly-roofed timber-clad upper level with wide L-shaped balcony that projects over a recessed lower level with stone wing wall defining an undercroft carport. It was erected in 1957 for builder Max Paterson and his wife Doris, to a design by Russian-born émigré architect Anatol Kagan.

How is it significant?

4 Tallarook Street, Blairgowrie, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?

4 Tallarook Street, Blairgowrie, is of architectural significance as a notable example of modern residential architecture of the1950s, and specifically the distinctive sub-style associated with émigré architects who were born, qualified as architects and often practiced in Europe before settling here. This house displays many of the key motifs associated with European Modernism, such as its broad-eaved butterfly roof, window walls and stone-clad wing walls, as well as its articulation as an 'upside down house' (i.e., principal rooms to an emphasised

upper level and service areas/undercroft to an understated lower level), creating the effect of an elevated volume (*Criterion E*).

The house is also significant as a notable example of the residential work of Russian-born and German trained Anatol Kagan, one of Melbourne's leading émigré architects of the 1950s (*Criterion H*). As Kagan is best known as a designer of large and luxurious town residences for wealthy émigré businessmen in Melbourne's southern and eastern suburbs (e.g. Toorak, Kew, Balwyn, Beaumaris and Caulfield), this house is rare as one of only a handful that he is known to have designed outside the metropolitan area. Moreover, it is one of only two holiday houses that he ever designed (both located on the Mornington Peninsula), and since the demolition of the other at Mount Eliza in 2010, it is now the only one to remains standing.

History:

Blairgowrie
The land of which Blairgowrie is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Blairgowrie was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats, later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51] At Blairgowrie the Hughes family and the Cain family operated kilns around Hughes Road and St Johns Wood Road. Further to the south east were the kilns of Rye. Between Rye and Portsea there was a constant flow of lime burners and drays and many of the early roads developed near to these kilns. Owen Cain in particular, owned over 700 acres of land between Rye and Sorrento. Here he operated kilns and ran livestock and gave rise to a sprawling family who married into other local families. Cain's Blairgowrie kiln remained in operation until 1916 and was well preserved until the late 1930s. [Butler & Context, 2012:54]

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. Developments in Sorrento by Coppin and Duffy, brought wealthy gentlemen to the Peninsula and opened up more lands for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay with one notable exception on a hill in what is now Blairgowrie. [Butler & Context, 2012:29]

The name Blairgowrie came from Dr John Blair (1834-1887) who purchased the house and property Villa Maria in 1876. It had been built for Parliamentarian and founder of the catholic weekly, the Advocate, Michael O'Grady in 1872. [Butler & Context, 2012:31] Dr Blair was a well-known Melbourne doctor who had been seminal in the establishment of the Alfred Hospital. A description of his property was included in the Argus, in 1887. "A stone house, with wide verandah allround, erected by the late Hon M. O'Grady, containing in all eight rooms five thereof being large sized ones, well furnished, and ready for immediate occupation, with cellar, outhouses, stable, &c., also large underground tank...There are also valuable limestone deposits on estate which can be worked to great

advantage." [The Argus, 5 November 1887, p.16.] Blairgowrie House continued to be owned by the Blair family until 1961 when it was sold to the National Trust, who then sold it circa 1991.

Dr John Blair was joined at Blairgowrie by two other doctors from Melbourne, Dr George Graham and Dr J.W Gunst. Graham and Gunst, both built wattle and daub and stone houses on their blocks between Melbourne Road and the Back Beach. Graham's house, known as Roseville and Gunst's known as Longford Cottage are still extant. [Hollinshed, 1982:44] Blairgowrie's development as a beachside suburb only occurred once the extensive lands of Blairgowrie House were subdivided and lime burning had moved to Rye. Some of the lands belonging to the Hughes and Cain families created other subdivisions.

The first major subdivision of 214 lots around Blairgowrie House was undertaken in the Inter-War period. [Blairgowrie Estate, Sorrento, subdivision plan, circa 1910-1930, State Library of Victoria] Between 1949 and 1954 Cain's Estate was being advertised between Canterbury Jetty and Macs Corner. In 1954 it was re-advertised as land for only a 5 pound deposit [The Argus 18 April 1949, 19 February 1954] In 1955, Wilsons Estate on the corner of Nepean Highway and St Johns Wood Road was advertised which included 18 shop sites and 39 home sites. [The Argus 28 Jan 1955] The lack of a commercial area and retail strip was rectified by this subdivision with the development of the Blairgowrie shopping strip along Point Nepean Road. Prior to this a single shop and post office at Macs Corner had been the only business between Sorrento and Rye.

A major building wave began in the 1960s and 1970s in Blairgowrie. The earlier part of this period, after World War Two, saw some ground breaking modernist designs for holiday homes in other parts of the Peninsula, which resulted in a new trend of small, modernist, spare beach houses along the lines of the Small Homes Service, offered by The Royal Victorian Institute of Architects and The Age newspaper. [Butler & Context, 2012:109-110] Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] Blairgowrie's streets are well known for the remnant vegetation, dune topography and well treed blocks. By the 1980s and 1990s that had begun to change and one of the marked elements of housing in the Peninsula since then is the development of large suburban houses and subdivisions which fit the entirety of the block.

History of the Place:

The house at 4 Tallarook Street, Blairgowrie, was erected in 1957 as a holiday dwelling for Max and Doris Patterson, to a design by émigré architect Anatol Kagan. A builder by trade, Donald McKenzie "Max" Paterson (1919-2001) appears to have commenced his professional career as a carpenter in the early 1940s, at which point he was living in Newmarket. He had married by the end of that decade, when he and his wife Doris (1921-2010) were residing at 55 Middle Road Maribyrnong. A modest pre-war timber bungalow, it would serve as their family home for more than twenty-five years. While almost nothing seems to be recorded of Paterson's professional activities as builder, he was evidently still active in Melbourne's western suburbs in the early 1970s, when he constructed a house in Chifley Drive, Maribyrnong, designed by architects Williams & Boag (subsequently profiled in Norman Day's 1976 book, *Modern Houses: Melbourne*). In any case, Paterson's construction business was already lucrative enough in the early 1950s for him to consider building a holiday house on the Mornington Peninsula for himself, his wife, and their three children. In December 1953, Paterson acquired the title to an elevated block of land at the corner of Tallarook Street and Brooks Avenue in Blairgowrie, designated as Lot 14 in a pre-war subdivision.

To design the holiday house, Paterson turned to Anatol Kagan, a Russian-born and German-trained architect who, by the late 1950s, had been practising in Melbourne for almost twenty years. Born in St Petersburg, Kagan (1913-2009) moved to Berlin at a young age, after his parents were exiled during the Leninist era. Completing architectural studies at the *Technische Hochschule* (where his lecturers included noted architect Hans Poelzig), Kagan found himself unable to work due to his Jewish background. Leaving Germany in 1938, he travelled to Australia via England (where he briefly worked for an architect in London) and arrived in Melbourne in early 1939. He worked for a few noted architectural firms (including Seabrook & Fildes) and government departments before establishing his own private practice in 1949. Kagan soon established a reputation as a designer of large and

often luxurious houses for fellow European emigres who, typically, were wealthy self-made businessman of the Jewish faith. During the peak of his Melbourne practice in the 1950s, many of these houses were published in newspapers and magazines. His thriving practice ceased abruptly in 1960, when he closed the office and moved to Sydney to work for the NSW Department of Public Works.

It remains unconfirmed how Anatol Kagan came to design a house for Max Paterson, who was hardly part of the tightly-knit diaspora that constituted the bulk of the architect's clientele. Being a builder by trade, it is likely that Paterson had some prior professional connection with Kagan, although any association with any specific project remains tantalizingly elusive. Nevertheless, the holiday house that Kagan designed for Paterson (for which surviving documentation is dated 1957) was wholly typical of the architect's residential output at the time: a large butterfly-roofed house, elevated above an open undercroft incorporating a projecting stone feature wall. This was especially appropriate for a beach house (one of few that Kagan ever designed) and even more so for one on such an elevated site at Blairgowrie.

After Max Paterson retired in the late 1970s, he and Doris moved to Blairgowrie to take up permanent residence in their former holiday house. In 1978, he added a large outbuilding to the south of the house: a detached brick garage with a flat roof that doubled as sun terrace, accessed by an elevated walkway. Based on plans drawn up by a local drafting service, the new garage was not erected by Paterson himself (by then nearly sixty years old) by rather by K V & H A Evans, a firm of builders from Rye. The Patersons remained living in the house until they sold it in 1999, two years before Max's death.

The next owners of the house proceeded to enlarge the property by building over the roof of the detached garage, erecting a games room and study, with an additional wing to one side (extending back towards the house) that contained an extra bedroom *and ensuite* bathroom. The work of Mornington-based building designers Greg Macdonald & Associates, the new additions evoked the form and finishes of Kagan's original house by the use of flat roof, repetitive fenestration and vertical timber boarding. After the property changed ownership again in 2009, further alterations were made to the original house, including the replacement of full-height windows and sliding doors, and new timber decking and balustrades to the balcony.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7: Building settlements and towns

Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title. Volume 8054, Folio 778, created 23 December 1953.

Anatol Kagan & Associates, specification dated 1957 (private collection; sighted by author in December 2014)

Simon Reeves, *Gentle Modernist: The Nine Lives of Anatol Kagan* (2014)

Built Heritage Pty Ltd, "Anatol Kagan", *Dictionary of Unsung Architects*, <<www.builtheritage.com.au>>

Research files held by Built Heritage Pty Ltd.

Description:

Perched on an elevated corner site, the former Paterson House is a two storey building of brick, stone and timber construction with a low butterfly roof. Reflecting an architectural theme favoured by European-trained modernist architects, the upper level of the house (containing the principal living areas) is expressed as a stark rectilinear mass that projects outward over the recessed lower level. The upper level, with its vertical timber cladding, large windows and low roofline with broad eaves and exposed beams, opens onto a wide balcony that returns along two sides, with a balustrade of horizontal timber boards and metal railings. From below, the upper level is visibly supported on a series of deep beams on slender posts, and two perpendicular stone-clad wing walls that define a

double carport to the undercroft. The front door is set back deep into the undercroft, near the junction of the two stone walls, with a continuous horizontal strip window above.

The two-storey block to the south-east side of the house, fronting Tallarook Street, comprised the detached garage (1978) with the later wing (1999) erected over it. The garage is a simple structure of brick construction, now painted grey, with a double-width doorway containing a metal roller shutter. The flat-roofed upper level, which projects slightly beyond the line of the garage wall, is mostly clad with painted vertical timber boarding, with cement sheet spandrels above and below the simple timber-framed sash windows.

Comparative buildings:

While Anatol Kagan designed a large number of private residences during the heyday of his private practice in the 1950s, these were invariably in the form of suburban dwellings in areas such as Kew and Beaumaris; he designed relatively few houses outside the Melbourne metropolitan area (e.g. atypical examples at Werribee and Wangaratta) and fewer still that were specifically conceived as holiday dwellings. In fact, the only other holiday house that Kagan is known to have designed is also the only other example of his work in what is now the Shire of Mornington Peninsula: a holiday house erected at Mount Eliza in 1954. Located at 69 Glenshian Lane, this house was commissioned by businessman Kingsley Allen, for whom Kagan also designed an (unrealised) city residence in Kew. A two-storey skillion-roofed timber house, Allen's weekender took advantage of its seaside location by incorporating full-height windows to the bay and an elevated sundeck with an egg-crate pergola. Like many of Kagan's houses, it had what has been referred to as the 'upside down plan', with the principal living areas located upstairs and the bedrooms and service areas below. Although its planning has elements in common with the later Paterson House at Blairgowrie, the Allen House at Mount Eliza was smaller and simpler in its conception; in any case, it is of no further value as a comparator as it was demolished in 2010.

Considered more broadly, the Paterson House is a manifestation of a particularly robust strain of International Modernism that was adopted by those European-trained émigré architects who worked in Victoria in the post-war era. Influenced by well-rounded studies at eminent European universities, and brushes with leading practitioners over there (Kagan, for example, was briefly taught by Hans Poelzig), these émigrés tended to work in a rigorous modernist mode characterised by block-like forms expressed as projecting and/or elevated masses, with flat roofs, generous full-height glazing and smooth wall surfaces contrasting with rough stonework. The Paterson House in Blairgowrie is a textbook example of this style. In that sense, its closest surviving comparator in the Shire of Mornington Peninsula is a house on the Ranelagh Estate that was designed around the same time by Ernest Fooks, a Czech-born and Austrian-trained architect who had much in common with Kagan (the two men knew each other, and even worked in association on the Mount Scopus College project at Burwood). The two-storey house at Ranelagh, designed in 1954 for soft drink magnate Walter Dikstein, occupies a double block at 4-6 Rannoch Avenue and is similarly expressed with vertical timber cladding, feature stonework, large windows and a wide upper sundeck. Although it once had an open undercroft at ground level, this has since been infilled. Another comparator, also on the Ranelagh Estate, is a house at 33 Wimborne Avenue. Designed in 1958 by Austrian-born architect Hugh Schroeder, this is perhaps even more severely modern than Fooks' work, with its upper level expressed as a stark box-like mass that projects out over recessed lower level.

Recommendations:

Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:

Butterfly roof; stone walls; open undercroft; wide balcony

Extent of fabric to be retained:

All of the external fabric of the building

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 11

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Longford Cottage
Other names:	Montfort Cottage
Address:	1 Brooke Crescent, Blairgowrie
Place Type:	House
Construction dates:	Circa 1870, renovations circa 1988
Architectural style:	Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo supplied by Mornington Peninsula Council 2019

Statement of Significance:

What is significant?
1 Brooke Crescent, Blairgowrie, known as Longford Cottage is a Victorian cottage suspected to be built of wattle and daub and limestone. It is one of the earliest cottages remaining in Blairgowrie and is associated with the well-known Dr JW Gunst.

The Victorian cottage appears to retain some of its original fabric. It has a symmetrical façade with a hipped roof, external limestone and brick chimney and multi-pane windows. The garden setting and limestone garden walls adds to its significance.

How is it significant?

1 Brooke Crescent, Blairgowrie is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
1 Brooke Crescent, Blairgowrie, known as Longford Cottage is historically significant as a rare Victorian residence in Blairgowrie. The property was constructed circa 1870 and is a fair example of a Victorian cottage. It belonged to the well-known homeopathist Dr JW Gunst. If the walls that are wattle and daub are still existing, it is a rare example of this building method on the Peninsula. (Criterion A & B)

The house retains some of its original features of a Victorian cottage, including symmetrical front, suspected wattle and daub walls, limestone chimney back with brick flue and hipped iron roof. The retention of the garden allotment enhances its significance. (Criterion D)

History:

Blairgowrie
The land of which Blairgowrie is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Blairgowrie was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats, later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51] At Blairgowrie the Hughes family and the Cain family operated kilns around Hughes Road and St Johns Wood Road. Further to the south east were the kilns of Rye. Between Rye and Portsea there was a constant flow of lime burners and drays and many of the early roads developed near to these kilns. Owen Cain in particular, owned over 700 acres of land between Rye and Sorrento. Here he operated kilns and ran livestock and gave rise to a sprawling family who married into other local families. Cain's Blairgowrie kiln remained in operation until 1916 and was well preserved until the late 1930s. [Butler & Context, 2012:54]

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establishment of the Alfred Hospital. A description of his property was included in the Argus, in 1887. “A stone house, with wide verandah allround, erected by the late Hon M. O'Grady, containing in all eight rooms five thereof being large sized ones, well furnished, and ready for immediate occupation, with cellar, outhouses, stable, &c., also large underground tank...There are also valuable limestone deposits on estate which can be worked to great advantage.” [The Argus, 5 November 1887, p.16.] Blairgowrie House continued to be owned by the Blair family until 1961 when it was sold to the National Trust, who then sold it circa 1991.

Dr John Blair was joined at Blairgowrie by two other doctors from Melbourne, Dr George Graham and Dr J.W Gunst. Graham and Gunst, both built wattle and daub and stone houses on their blocks between Melbourne Road and the Back Beach. Graham's house, known as Roseville and Gunst’s known as Longford Cottage are still extant. [Hollinshed, 1982:44] Blairgowrie’s development as a beachside suburb only occurred once the extensive lands of Blairgowrie House were subdivided and lime burning had moved to Rye. Some of the lands belonging to the Hughes and Cain families created other subdivisions.

The first major subdivision of 214 lots around Blairgowrie House was undertaken in the Inter-War period. [Blairgowrie Estate, Sorrento, subdivision plan, circa 1910-1930, State Library of Victoria] Between 1949 and 1954 Cain's Estate was being advertised between Canterbury Jetty and Macs Corner. In 1954 it was re-advertised as land for only a 5 pound deposit [The Argus 18 April 1949, 19 February 1954] In 1955, Wilsons Estate on the corner of Nepean Highway and St Johns Wood Road was advertised which included 18 shop sites and 39 home sites. [The Argus 28 Jan 1955] The lack of a commercial area and retail strip was rectified by this subdivision with the development of the Blairgowrie shopping strip along Point Nepean Road. Prior to this a single shop and post office at Macs Corner had been the only business between Sorrento and Rye.

A major building wave began in the 1960s and 1970s in Blairgowrie. The earlier part of this period, after World War Two, saw some ground breaking modernist designs for holiday homes in other parts of the Peninsula, which resulted in a new trend of small, modernist, spare beach houses along the lines of the Small Homes Service, offered by The Royal Victorian Institute of Architects and The Age newspaper. [Butler & Context, 2012:109-110] Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in ‘place’; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] Blairgowrie's streets are well known for the remnant vegetation, dune topography and well treed blocks. By the 1980s and 1990s that had begun to change and one of the marked elements of housing in the Peninsula since then is the development of large suburban houses and subdivisions which fit the entirety of the block.

History of the place:

The Thematic History of the Shire discusses the influence of limestone on the development of the area. The use of limestone became an important building technique, hence the area between Blairgowrie and Portsea are remarkable for their unusually large numbers of limestone buildings (over 100) ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. From about 1856, Rye became the chief lime burning area. It is thought that the last kiln to operate on the Peninsula was owned by John Cain and was located on the hill just north of what is now Byron Close, Rye. Cain's Blairgowrie kiln remained in operation at least until 1916 and was still in a state of perfect preservation in the late 1930s. Former kilns that may have retained some structural elements, have been located at Byron Close, west of Canterbury Road, Rye, built by Owen Cain in the 1860s, the site of the Hughes lime kiln in Hughes Road, near Koonya Beach, Blairgowrie, the John Cain kiln in Byron Street, Blairgowrie and the remains of Dennis Sullivan's 1840 kiln in the Quarantine Station. [Butler & Context, 2012: 53-54]

Author and local resident, Jack Ritchie wrote a history of Blairgowrie in 1966 and delivered a couple of lectures on the topic. This information was taken from one of these histories which has been made into a blog. The first owner of Longford Cottage was Dr JW Gunst, who bought crown allotment 50B in 1873 before his friend and

colleague Dr John Blair purchased the property Villa Maria. A number of other gentlemen purchased properties around Blairgowrie, including Dr Graham who built Roseville on the Back Beach. Gunst's house was close to the track to Sorrento later called the Melbourne Road. [JG Ritchie, rosevilleblairgowrie.blogspot.com]
Flinders Heritage Study states that the rate books date this building as constructed in 1873-4 of wattle and daub. Dr Jean Werner Gunst a homeopathic doctor of St Kilda was the original owner. Gunst was not a local resident, instead using the house as a holiday retreat. In the "Guide to Sorrento 1876", Dr Gunst recommends the town as a health resort. He wrote, my family, after a few weeks stay, have stored up health and vigour for the next 12 months. [Context, 1992, 1997:678]

Dr Johannes Werner Gunst (1825-1894), was born in Amsterdam and worked in Sydney for some time before he relocated to Victoria. He was awarded the Cross of the legion of Honor by the French Government in recognition of his exploratory services in Madagascar, and has lectured before the Royal Geographical Society in London on his travels in that island. [Obituary in *Leader,* Saturday 21 April 1894:25] He practiced for some time in Grafton and then by 1866 he was advertising his practice in Collins Street and consultations in Castlemaine and Bendigo. He was one of the founders of the Homeopathic Hospital and started his own homeopathic sanitorium which he named Blair Gowrie, on the east side of Chapel Street, South Yarra. (A drawing exists of the building in the State Library of Victoria) In 1891 Dr Gunst had moved to San Francisco, without his wife and when he returned in 1893 he practiced in Collins Street again. He died in 1894, leaving his estate to the under-age child of his mistress. [History of Homeopathy in Australia, www. http://www.historyofhomeopathy.com.au/people/item/88-guenst-dr-johannes-werner.html]

One of Dr Gunst's neighbours was Dr George Graham who built his property in the dunes on the Back Beach. Dr Graham also practised in Richmond and would undoubtedly have known Dr Gunst. Another contemporary neighbour was JT Harcourt who owned a private asylum in Cremorne. [JG Ritchie, rosevilleblairgowrie.blogspot.com] With Dr John Alison Blair, the beginnings of European settlement in Blairgowrie was made up of a cohort of gentlemen medicos from Melbourne.



1866 plan of Blairgowrie showing crown Allotment 50. Source, State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme7.8: Designing and building mansions, houses and holiday shacks

Sources:

Leader newspaper
Entry on Johannes Werner Gunst in History of Homeopathy in Australia, http://www.historyofhomeopathy.com.au/people/item/88-guenst-dr-johannes-werner.html
JG Ritchie, Blairgowrie, from www.rosevilleblairgowrie.blogspot.com
State Library of Victoria map collection
Newspapers, *Port Phillip Patriot and Advertiser* and *The Argus*
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A small, symmetrical Victorian cottage with suspected wattle and daub walls, which have not been confirmed. A plan of the house in the possession of the current owners indicates that the walls at the front are thinner than others, which indicate it might be wattle and daube and limestone. It has an external limestone and brick chimney. The front verandah is possibly a replacement as its angle appears odd. The multi-pane windows and door might also be recent additions. The building has been altered and extended but the front section facing Melbourne Road is original.

Comparative places:

25 Godfrey Street, Blairgowrie circa 1864 is also part of lands alienated by Robert Byrne in 1864 and could be the huts shown on the early plan of Blairgowrie copied above. The rate books record the earliest owner at this address as Lucy Watson in 1918 whose father was a lime burner. It is possibly slightly earlier than Longford Cottage but has a similar Victorian style of a simple, low cottage, though extended at one end.

Roseville, 35-44 Roseville Avenue, Blairgowrie built circa 1870. This building has not been sighted but it is said to be built of wattle and daub the same as Longford.

Watts Cottage, 165 Ocean Beach Road, Sorrento circa 1869, is a symmetrical Victorian wattle and daub cottage with an external limestone chimney. It is a great deal smaller than Longford cottage but has the same low, small appearance.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Symmetrical front and Victorian character

Extent of fabric to be retained:
Wattle and daub walls, limestone chimney, symmetrical front.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 140

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Place Name:	The Dairy
Address:	53 Franklin Road, Portsea
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1863-1879
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:





Photo supplied by Nepean Historical Society 2019

Statement of Significance:

What is significant?
53 Franklin Road, Portsea known as The Dairy, is a late Victorian cottage, dating to circa 1863-1879. It was probably built by James Sandle Ford and was possibly used for farming activities, as it is located almost 1 km from the main homestead in what was a fenced stock paddock. Later it was owned by the local Eldred family for 31 years.

The house retains some of its original fabric, including limestone walls and two chimneys. It has an asymmetrical façade with a projecting Federation period gable, a skillion sunroom and the original late Victorian cottage, all in limestone. A two storey section at the rear is not of significance.

How is it significant?
53 Franklin Road, Portsea is of local historical and representative(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
53 Franklin Road, Portsea is historically significant for its association with the locally significant family of James Sandle Ford. The building was probably first constructed sometime between 1863-1879 and is a fair example of a late Victorian limestone cottage. It is one of only a few original cottages surviving in Portsea of the original Ford subdivision, and is partly intact. (Criterion A & B)

The house retains a number of original features of a late Victorian and Federation house, including limestone walls, limestone chimney, projecting gable at the front. The technique of limestone construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. This building demonstrates the skill of local builders at an early period in the settlement of Portsea. (Criterion D)

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend

the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

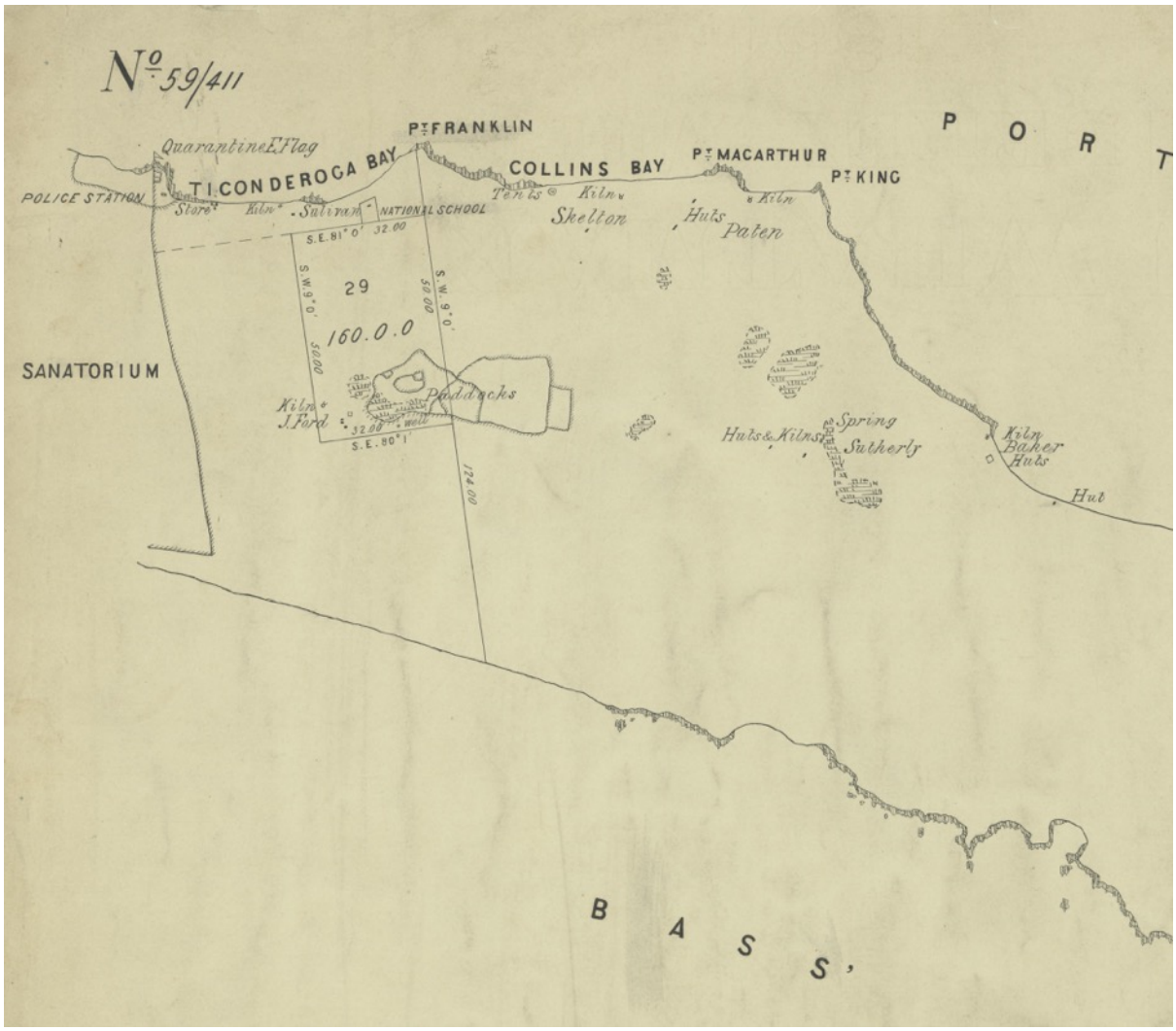
History of the Site:

The Nepean Historical Society has undertaken extensive research on this property. Much of what has been discovered by them has been repeated here, with additional research using State Library plans and records of the Sullivan and Ford families, in order to make clarifications.

The Nepean Historical Society research states that the building at 53 Franklin Road is known colloquially as 'The Dairy'. It is not known why and its relationship to dairying is yet to be demonstrated. 53 Franklin Road, Portsea is on a portion of Crown Allotment 126, Parish of Nepean. James Sandle Ford is the first European settler known to occupy this land. Possibly, Ford had been at Point Nepean since 1843 as he states in his application to purchase the land where his house was later located. He had married Hannah Sullivan, daughter of Dennis Sullivan in 1841. Daniel Sullivan, Hannah's brother had leased the area of the quarantine station since about 1840 according to Hollinshed. [Hollinshed, 1982:152]

Ford had arrived in Port Phillip as an ex-convict on board the *Enterprize* which also carried John Pascoe Fawkner. [Convict Records James Ford] They had arrived in Port Phillip in 1836 and it is known that Fawkner was advertising the lime resources of the Nepean Peninsula by 1839. Ford was on the *Enterprize* and so knew about Point Nepean and the possibilities of lime as Fawkner had stopped at Sullivans Cove on his way up the Bay and visited the site of the 1803 settlement he remembered from childhood.

It is thought that the Sullivans and Ford met at Port Phillip. Hannah and James had their first children at Darebin Creek, where Dennis Sullivan had land, before Ford took out a license for an annual fee of 10 pounds for a run at Point Nepean in 1844. [Darroch, 2015:22] Ford had a pastoral lease on CA 29 to the west of the present site and had constructed a house for his growing family. James Ford ran a mixed farm and quarried lime on the property. CA 29 was alienated in 1860 and CA 126, 127, 128 and 129 in 1863. [NHS research] It is unlikely that the dairy was constructed prior to Ford taking out his lease on CA 126.



26 March 1860 survey of lands on County of Nepean Feature 43 Nepean Kilns, shows the section CA 126 as empty No59/411.



C437(P) 1890; MSDEF56 1891, Public Record Office of Victoria

An 1890 Feature plan copied above, indicates a structure in a small enclosure and possibly a well, within a fenced paddock, at 53 Franklin Road. A Defence map of 1891, based on this 1890 contour map, does not show the structure on Franklins Road, and has some variation in the recording of other small structures such as dams, kilns and waterholes. [PROV, C437(P) 1890; MSDEF56 1891] It is unknown why this anomaly exists.

By 1872 James Sandle Ford had alienated over 1000 acres between the Bay and the Ocean and the farm was providing meat, eggs, butter and milk to the Quarantine Station. Possibly as a way of diversifying income, Ford had contracted John Farnsworth to build the Nepean Hotel on CA 29, close to where the dairy was situated on Franklin Road. Ford sold off a number of areas, but did not sell Ca 126, where 53 Franklin Road is now, until 1879. The property was then owned by William Alison Blair and his creditors, before it was purchased by local painter Walter Alfred Eldred in 1918. If the property had been a dairy up until this time, it is likely that it was altered at this time to become a dwelling for the Eldred family, however the projecting gable appears earlier than 1918 and so might have been constructed before this time. The Eldreds owned it until 1949 and then a succession of other owners until the present day. [NHS research]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 2: Peopling the Mornington Peninsula
Theme 2.4: Squatting and leasing the land for pastoral purposes
Theme 4 Utilising Natural Resources
Theme 4.1 Lime

Sources:

Convict records website entry for James Sandle Ford. Accessed June 2, 2019
Nepean Historical Society research on 53 Franklin Road, Portsea. (Made available to Council in April 2019)
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
PROV, historic maps and plans
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Darroch, Carol 2015, *An Old and Respected Colonist*, Penfolk Publishing
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

53 Franklin Road, Portsea is a limestone house, that has been altered a number of times. It is formed of three sequential parts; a projecting front gable which appears to be from the Federation period with a side skillion, a Late Victorian cottage and a two storey section at the rear from the late twentieth century.

The stonework of the earliest section indicates that there was a central doorway and two windows, which has been altered to create three windows. It has 2 large limestone chimneys in what was once the rear wall. The oldest part of the cottage which has a symmetrical design, now altered, is constructed of coursed random rubble. It has been altered in the mid-twentieth century with an extended parapet in limestone which hides a rooftop terrace. It possibly had a front verandah and probably originally had a gable roof.

The projecting gable is Federation in style, has coursed square blockwork and a large triple pane Inter-War window set below an air vent. This window has been inserted into a space which originally had a much smaller window. The roof appears to be slate and there is a doorway on the side which appears to be the main entrance to the house. On the other side of the gable is a skillion addition, with another triple bay Inter-War window in its

end façade. Behind the central gable is a two storey addition in rendered masonry. The house appears to be in good condition and is located in its original position, with mature trees. Some of its fabric remains intact. Along the front of the block on Franklin Road is a grove of large cypress trees.

Comparative buildings:

Within the original Ford subdivision, are properties which are comparative in terms of style, fabric and date.

Oleander Cottage 52 Back Beach Road, Portsea was constructed sometime in the 1870s. The first known owner was Matthew Anderson in 1877, after James Sandle Ford sold off some of his original farm in 1875. Made of limestone it is very similar in form and size as the oldest part of the Dairy. It has a symmetrical, Late Victorian front and is listed on the heritage overlay.

Ford outbuildings, 28 Farnsworth Avenue, Portsea is a Late Victorian cottage and outbuildings constructed of limestone and similar to The Dairy in that the core buildings were constructed sometime in the 1870s and have been altered a number of times since. They are listed on the heritage overlay.

Many other limestone cottages exist in Portsea, but are not of the same vernacular construction style or early date.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Extent of curtilage:
The whole of the house

Significant elements or design features:
The side facade of the house and views to the public realm

Extent of fabric to be retained:
All of the Late Victorian and Federation fabric, but not the mid-twentieth century rooftop terrace additions.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 205

Heritage Overlay: **XXXX**

HERMES No:	XXXX
Place Name:	Jensen House (former)
Other Names:	*Belle Rives*
Address:	26 Back Beach Road, Portsea
Place Type:	House
Designer/architect:	Rae Featherstone
Construction dates:	1953-54
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
26 Back Beach Road, Portsea, is an elevated steel-framed holiday house on a square plan, with sloping walls and a low pyramidal roof with central pop-up clerestory. It was erected in 1953-54 for estate agent Peter Jensen, to the design of leading Melbourne modernist architect Rae Featherstone.

How is it significant?
26 Back Beach Road, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?

26 Back Beach Road, Portsea, is of architectural significance as an unusual example of an architect-designed holiday house of the 1950s. It exhibits highly distinctive planning, construction and detailing including the centralized square plan, structural system with a modular grid of steel columns, outward sloping walls and a low pyramidal roof with pop-up clerestory above the central kitchen (*Criterion F*). It is an excellent and substantially intact example of the work of Rae Featherstone (1907-1987), a leading modernist architect from the 1930s to the 1960s who, while best known as longtime Staff Architect at the University of Melbourne, undertook a number of private residential commissions that attracted press attention (*Criterion H*). This particular example of his work was reported in both the *Australian House & Garden* (lauded as "one of the most interesting and unusual houses to be seen in Victoria") and the property column of the *Argus* newspaper

History:

Portsea
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In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

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Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

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In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

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their owners to live in ‘place’; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

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History of the Place:

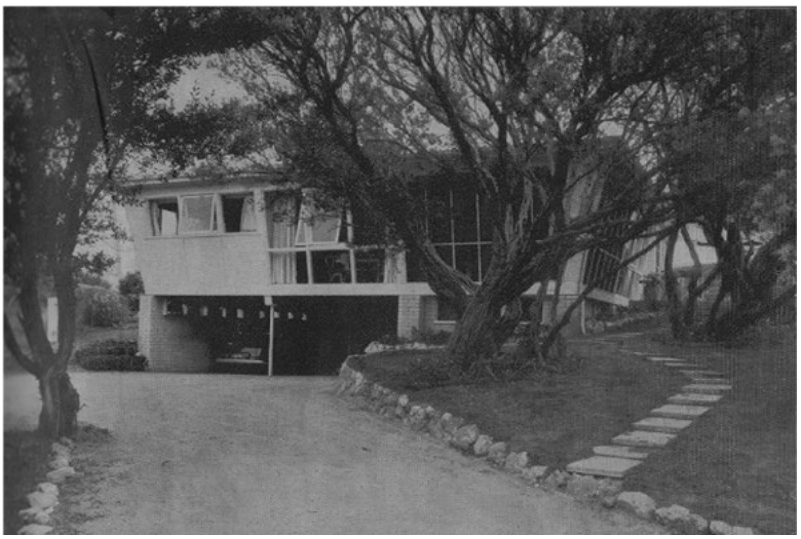
The house at 26 Back Beach Road was erected in 1953-54 as a holiday dwelling for Lars and Zella Jensen, to a design by Rae Featherstone. A merchant-turned-estate agent, Lars Peter Jensen (1904-1988) was the grandson of a successful Danish-born retailer from Gippsland, and he took over the family business at Sale after his father retired in the 1920s. Following wartime service, Jensen and his wife Zella settled permanently in Melbourne, in the family’s mansion at Canterbury. From his young adulthood, Jensen holidayed regularly at Portsea and, in May 1952, purchased land in Back Beach Road (formerly owned by the Armytage family of *Como* fame) as the site for a new weekend residence for himself, his wife and their two daughters.

To design the house, Jenson engaged Melbourne architect Rae Featherstone (1904-1987), a leading modernist whose pre-war experience included employment with two eminent local firms (Oakley & Parks and Stephenson & Turner) and a stint in London as Chief Assistant to H S Goodhart-Rendel. While Featherstone undertook several private commissions from the mid-1930s, he did not formally establish sole practice in Melbourne until 1951. This private practice was never extensive, as he maintained his principal career in academia: he was appointed as a senior lecturer at the University of Melbourne in1947, and, ten years later, seconded to become University Architect, a position that he held until his retirement in 1972. Amongst the relatively few private commissions that Featherstone undertook in the 1950s were several jobs in Portsea, notably a house at 30 Back Beach Road (1951), which presumably inspired Peter Jensen to engage the same architect for his new house next door.

Jensen’s brief required a four bedroom house within the tight confines of a ten-square plan. Featherstone rose to the challenge by opting for an efficient square plan, rotated to provide visual interest. A modular grid of twelve steel columns divided the square into nine smaller squares, which allowed for a central service core (kitchen and bathroom), an L-shaped open-planned living area and the four bedrooms along the rear. Despite this unusual structural system (or perhaps because of it), Jensen was able to undertake most of the construction work himself. The steel columns supported a low-pitched pyramidal roof, with a pop-up clerestory over the central kitchen. As the external walls were not loadbearing, they could be splayed outwards to increase the perception of spaciousness within. They were mostly glazed, while the corner room facing the street had wire screens instead of sash windows, forming a semi-enclosed verandah. The interior of the house otherwise incorporated built-in shelving and furniture, an unusual island-style kitchen fitout, bi-fold room partitions and vertical shutters, Castlemaine slate paving, and a lively pastel colour scheme of green, blue, pink and lilac.

Upon completion, the house attracted press attention, and was published in the weekly property column of the *Argus* newspaper and in the *Australian House & Garden*, in which it was lauded as “one of the most interesting and unusual houses to be seen in Victoria”. The Jensens, who named the house *Belles Rives* (i.e., beautiful banks), owned the property for nearly a decade, when he acquired another noted architect-designed modernist

house in the area: the former Ross House at 3055 Point Nepean Road, designed by Mockridge Stahle & Mitchell. In early 1963, the Back Beach Road house was offered for sale as "a modern continental home of unusual charm". Its new owners were Roger London and his wife Lilian. Attached to the French Consulate in South Yarra, London went on to claim diplomatic immunity from the payment of council rates on his Portsea house. The property changed ownership again in 1967.



The Jensen House photographed soon after completion
Source: Australian House & Garden, October 1955.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7:	Building settlements and towns
Theme 7.8:	Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title, Vol 1512, Folio 255, created 14 November 1883.
"You can build this beach home", *Argus*, 10 May 1954, p 8.
"10½ squares and space to spare", *Australian House & Garden*, October 1955, pp 14-15, 56-57.
Built Heritage Pty Ltd, "Rae Featherstone", *Dictionary of Unsung Architects,* <<www.builtheritage.com.au>>
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Built on a sloping site, the former Jensen House is a single-storey timber house partially elevated on brick walls and steel posts to form an undercroft with double carport and enclosed laundry. The house has a rotated square plan with low pyramidal rood and central pop-up clerestory over the kitchen. The external walls, which slope outwards, are mostly glazed with full-height bays of timber-framed sash windows. The corner window facing the street, originally infilled with wire screens, now has conventional glazing that matches the rest of the house.

The house has otherwise been altered by the addition of a master bedroom wing to the rear, although this is not visible from the street. Recent interior photographs show that the planning has been slightly reconfigured but retains its centralized expression with top-lit kitchen at the centre and open-planned living areas. Some of the original interior features, such as the brick fireplace, slate paving and built-in shelving, remain evident.

Comparative buildings:

During the peak of his private practice in the 1950s, Rae Featherstone undertook several projects in the Portsea area, including renovations to a dwelling at 95 Wattle Grove (evidently since demolished) and a holiday house that still stands at 30 Back Beach Road. The latter, designed for Harold Harman and completed in 1951-52, was also published in the *Australian House & Garden*. However, with its L-shaped form, rectangular massing, vertical timber cladding and bold skillion roof, the earlier house is more conventionally modernist in comparison to Peter Jensen's nearby dwelling at No 26, which is atypical for its rotated centralized square plan, unusual grid-based structural system, sloping external walls and low pyramidal roofline with pop-up-clerestory.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Pyramidal roof, pop-up clerestory, sloping walls, open undercroft

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
Additions to be permitted only where not visible from street frontage

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 211

Heritage Overlay number: **XXXXX**

HERMES No:	XXXXX
Place Name:	Haysom House (former)
Other Names:	*Summer Pavilion* prototype (Merchant Builders *Four Seasons* range)
Address:	100 Back Beach Road, Portsea
Place Type:	House
Designer/architect:	Graeme Gunn (Gunn Williams Fender Pty Ltd)
Construction dates:	1985-86
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
100 Back Beach Road, Portsea, is a timber-framed holiday house expressed as a series of modular square pavilions clad in vertical timber boarding with full-height window walls and French doors, and individual hipped or linked gabled roofs clad in corrugated steel sheeting. The house was erected in 1985-86 for advertising agent Max Haysom to a design by Graeme Gunn, who subsequently adapted it for the *Summer Pavilion* house in the new Merchant Builders *Four Seasons* range of standardised holiday houses.

How is it significant?
100 Back Beach Road, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?

100 Back Beach Road, Portsea, is of architectural significance as an unusual example of a holiday house based on a simple but ingenious system of linked modular pavilions (*Criterion F*). With Graeme Gunn acknowledging the influence of Japanese architecture, and the vernacular tradition of enlarging colonial miner's cottages with annexes, the house was conceived to maximise flexibility, ease of construction and to allow for future additions – a design intent borne out by several successive phases of sympathetic enlargement (at least one of which was designed by Gunn himself). The house also accrues an additional layer of architectural significance in that its modular system was adapted by Gunn to create the *Summer Pavilion*, one of four standardised holiday houses from the *Four Seasons* range developed by leading project housing company Merchant Builders, with whom Gunn had maintained a significance association from its inception in1965 (*Criterion H*).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from

Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed

their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The house at 100 Back Beach Road was built in 1985-86 as a holiday dwelling for Max Haysom, a leading Melbourne advertising agent. Maxwell John Haysom (1940-2011) was the son of William John Haysom, founder of a pre-war advertising agency that was one of the first in Melbourne. Registered in 1940 as the W John Haysom Company Pty Ltd, the firm thrived into the post-war period. Max Haysom duly joined the family business and, in May 1979, reconfigured it as a new partnership, Tarrant, Haysom & Manzie Pty Ltd, with offices in St Kilda Road. Five years later, in October 1984, Haysom's company became the registered owner of a block of vacant land in Portsea, on the west side of Back Beach Road, which was intended as the future site for his new holiday house, to be designed by architect Graeme Gunn.

Graeme Gunn (1933-) studied architecture at RMIT and gained early professional experience in the offices of Grounds, Romberg & Boyd, then Roy Grounds, before commencing his own practice in 1962. His profile rose rapidly after one of his first residential commissions won the RAIA Bronze Medal. In 1965, he became involved with the new project housing firm known as Merchant Builders, and was responsible for developing its original range of standard designs. Although well known for his residential work, Gunn went on to win citations for buildings as diverse as the Plumbers & Gasfitters Union headquarters (1970) and the Royal South Yarra Lawn Tennis Club (1971). In the mid-1970s, he entered into partnership with Len Hayball, and the practice became Gunn Hayball Pty Ltd. When Hayball left to open his own office in 1983, Gunn promoted Bill Williams and Karl Fender (both also former employees of Robin Boyd) to partnership in the firm known thereafter as Gunn Williams Fender Pty Ltd. The practice maintained a high profile in the early 1980s with refurbishment projects such as the City Baths, work for the Ministry of Housing, and ambitious apartment/office conversions such as the *Sandridge Bay Towers* complex in Port Melbourne and a much-publicised but unrealised scheme for the Salvation Army Training College in East Melbourne. Karl Fender left the partnership in 1985 to work in Hong Kong and Bill Williams departed three years later to form his own practice. Graham Gunn then re-established sole practice under its original name, Graeme Gunn Pty Ltd.

For Max Haysom's weekend house at Portsea, Graeme Gunn proposed a single-storey dwelling that was expressed as a series of hip-roofed square-planned pavilions, clustered around matching square courtyards and linked by a top-lit L-shaped walkway and a north-facing pergola; a separate and detached hipped pavilion served as a double garage. As Gunn later explained it, the configuration was "based on the notion of a cell which can be repeated as many times and in any arrangement you like". He acknowledged some historical precedents to his approach namely the use of linked pavilions in Japanese architecture, and colonial miners' cottages that were traditionally enlarged by an informal sequence of annexes. The modular expression of the house lent itself to a simple construction system: conventional timber framing with trussed roofs clad in corrugated metal sheeting, and walls of vertical timber boards alternating with full-height windows, sliding glass doors and fly-wire mesh to the

courtyards, which became ambiguous indoor/outdoor spaces. Working drawings were prepared during May 1985, and a planning permit was issued on 10 July. Construction, undertaken by Sorrento-based builders J B & B K Clark Pty Ltd, was completed by September 1986, when a Certificate of Occupancy was issued.

While Gunn had conceived Haysom's beach house as a one-off private commission, the distinctive modular system that he developed for the project was subsequently adapted to create a new standard design for the architect's erstwhile employers, Merchant Builders. Gunn had played a major role in the company's early development, preparing most of the standard plans in its original range, but this professional association had ceased by the mid-1970s. A decade later, after the company was taken over by entrepreneur David Marriner, Gunn was invited back to develop a new range of four standard holiday dwellings to be known as (and named after) the *Four Seasons*. Two of the new designs were adapted from existing houses: the *Spring* house was based on one that Gunn designed for Marriner at Lake Purrumbete in 1984, while the *Summer* house was derived from Max Haysom's house at Portsea. With the *Winter* and *Autumn* houses developed from scratch, a display village was duly unveiled in Lorne in 1987, showcasing all four dwellings. Publicity for the *Summer* house (aka *Summer Pavilion*) emphasised the modular system that Gunn had developed at Portsea:

The Summer Pavilion is an additive dwelling which, because of its cellular nature, can provide a variety of forms of accommodation for any number of people. The classical and elegant structure is exposed and can accept any form of infill panels, e.g. shoji screens, timber or fly-wire. The finely composed structure both supports the building and defines the internal and external spaces and the unique detailing develops an intrinsic and subtle form of ornamentation. The planning options are infinite and allow for the happy integration of courts and gardens reminiscent of intimate Japanese houses and landscape environments.

Meanwhile, the original *Summer* house prototype at Portsea remained in the ownership of Max Haysom for only a few years. Offered for sale at auction in January 1989, it was advertised as "a cleverly designed timber home by architect Graeme Gunn". A more extensive newspaper write-up referred to the house as "an interesting example of 'new' architectural styling by Graeme Gunn", and one that "shows considerable innovation in the use of glass and natural timber and blending of indoors and outdoor living". The new owner of the house, estate agent Wayne Sweeney, proposed several changes including the installation of a fenced tennis court, swimming pool and spa with deck area, and an additional bedroom. To undertake these works, Sweeney astutely engaged the original architect. Gunn's working drawings, dated March 1989, show that the fourth bedroom was conceived as a matching hip-roofed pavilion to the north of the third bedroom, linked by a new flat roofed corridor. The new addition otherwise echoed the original house in its finishes and detailing. In mid-1989, before the additions were completed, the house was published in *Vogue Living* magazine, which drew attention to the distinctive modular system and acknowledged the house as the source of the Merchant Builders *Summer Pavilion*.

The house has been further enlarged over the past fifteen years or so. In the early 2000s, the south courtyard was infilled with a new roof and glass-walled gabled front to match the adjacent one, thus creating a larger living area. By 2010, an elevated addition (effectively, a second storey) had been made to the north-west corner, expressed as a discrete wing linked by the stairwell. This addition was conceived in a sympathetic fashion that respected Gunn's original modular system, hipped roofline and limited palette of materials.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

"Well seasoned", *Belle*, December 1987/January 1988, pp 80-85.
"Smorgasbord facing house-hunters on the peninsula", *Age,* 18 January 1989, p 36.
"Simple arithmetic", *Vogue Living* (June/July 1989), pp 114-17.

Property File No 132488, held by Mornington Peninsula Shire.
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The house is a predominantly single-storey timber dwelling (with the elevated rear wing forming a partial second storey) that, notwithstanding several phases of later expansion, can still be readily interpreted as a series of linked rectilinear pavilions with individual hipped or gabled roofs. The house presents an asymmetrical triple-fronted elevation to the street, with a hip-roofed pavilion at the south end clad with vertical timber boards, and two gable-ended pavilions with multi-paned window walls (extending right up to the roof apex) and glazed doors, opening onto a timber-posted verandah that incorporates a flagpole at one corner. The elevated rear wing, which is visible from the street, is similar expressed as a row of three hip-roofed pavilions clad in vertical timber boards, with continuous window bays. To the immediate south of the house is the original garage, a detached building that is articulated as a hip-roofed pavilion with external cladding of vertical timber boards.

Comparative buildings:

Graham Gunn has designed a number of holiday houses in the Portsea and Sorrento area. Of these, the Cox House at 8 Wrights Road, Sorrento (c1981) would represent the most pertinent comparator to the Haysom House, as it was similarly articulated as a series of individually-roofed pavilions. However, while the Haysom House is made up of an asymmetrical cluster of square modules with hipped roofs, the Cox House comprises three elongated rectangular wings with transverse gabled roofs, presenting a zigzagging roofline to its principal frontage (facing the bay, but publicly visible from Millionaire's Walk). A notable example of Gunn's work in the Mornington Peninsula Shire, the Cox House has been somewhat altered by the removal of the distinctive timber lattice screens and the replacement of the matching pool balustrades with glass panels. Gunn's work is otherwise represented in the area by some much later and strikingly different holiday houses, such as that flat-roofed and glass-walled example at 3794 Point Nepean Road, Portsea (1990s) and the more recent Wallis House in King Street, Flinders (2000s?), with corrugated metal cladding to evoke "a rural farm shed aesthetic".

With the Haysom House forming the prototype for the *Summer Pavilion* that Gunn subsequently developed for Merchant Builders, it is worth noting that some of his earlier Merchant Builders designs are represented in the Mornington Peninsula Shire. These houses, typically dating from the 1970s and '80s, illustrate several standard plans that Gunn designed for the firm during his initial association with it in the later 1960s. They include examples of the *Terrace* house (1965) at 44-48 Martins Road, Portsea and 12 Spunner Court, Sorrento, the *Two-Storey* house (1967) at 324 Hotham Road, Portsea, and 4 Rosserdale Crescent, Mount Eliza, and the *Courtyard* house (1965) at 30-32 Campbells Road, Portsea. The last of these appears to be part of a larger group of Merchant Builders houses that includes further examples of the Courtyard house at Nos 38-40 and 46, alternating with examples of the *Garden* house (not a Gunn design) at Nos 34-36 and 42-44.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:

Hip-roofed pavilions; full-height windows; pergolas,

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No



The Haysom House in Portsea, photographed prior to the 1989 additions
Source: Vogue Living, June/July 1989.

HERITAGE CITATION 215

Heritage Overlay number: **XXXXX**

HERMES No:	XXXXX
Place Name:	O'Dwyer House (former)
Other Names:	*Nagari*
Address:	21-23 Blair Road, Portsea
Place Type:	House
Designer/architect:	Gregory Burgess
Construction dates:	1986-88
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:

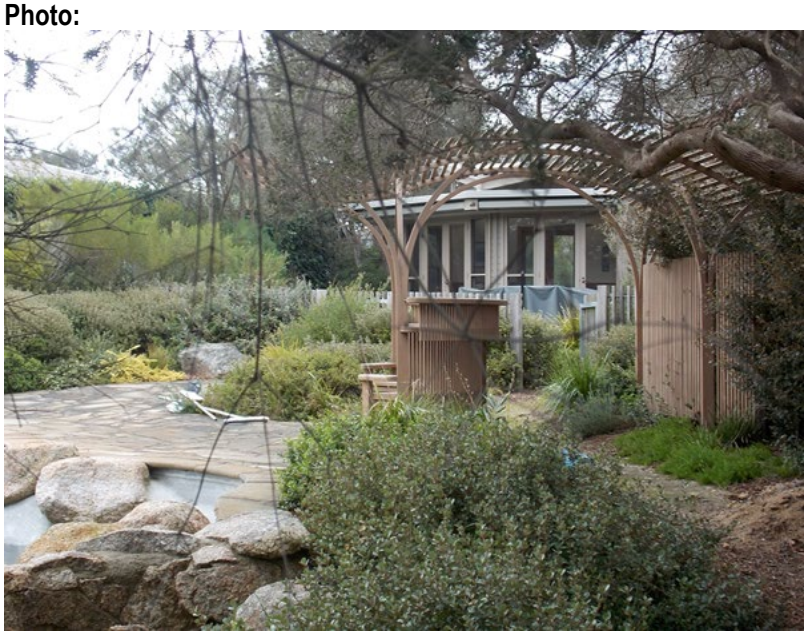


Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
Occupying a densely tea-treed double-width block, 21-23 Blair Road, Portsea, is a mostly single-storey timber holiday house on an asymmetrical courtyard plan based on irregular polygonal geometry, with a similarly irregular roofline. It was built in 1986-88 for Michael and Susan O'Dwyer, to a design by Gregory Burgess.

How is it significant?
21-23 Blair Road, Portsea is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
21-23 Blair Road, Portsea, is of architectural significance as excellent example of the idiosyncratic style of award-winning architect Gregory Burgess, whose work is characterised by irregular articulation of floorplans, rooflines

and fenestration, typically with bold and expressive timberwork (*Criterion E*). While Burgess designed several holiday houses on the Mornington Peninsula from the early 1970s to the present day, this one (his only project in Portsea/Sorrento) is the quintessential example of his 1980s residential work, when his reputation rose to lofty heights with an influx of awards and his first international publicity (*Criterion H*). This house, itself a finalist for the RAIA (Victorian Chapter) awards in 1989, represents a striking individualistic approach to the design of a peninsula weekender, with its jagged plan justified by a desire to retain the scrubby tea-tree setting.

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of

the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The house at 21-23 Blair Road, Portsea, was erected in 1987-88 as a holiday house for Michael and Susan O'Dwyer, to a design by architect Gregory Burgess. The O'Dwyers resided on acreage at Coldstream but also owned a weekend property at Portsea: two adjacent blocks of land on Blair Road, occupied by "a small family weatherboard cottage set on buffalo lawn amongst wild ancient tea-trees and wispy she-oaks, overshadowed by a huge black-green cypress". In May 1985, ownership of the two blocks was transferred to the couple's family company, Bethongabel Pty Ltd (named after their Coldstream estate), and the land subsequently consolidated under a single title in anticipation of a new weekender being built thereon. The old weatherboard dwelling, which stood to one side of the double-width site, was demolished "after some soul searching". To design its replacement, the O'Dwyers engaged award-winning Melbourne architect Gregory Burgess.

Born in Newcastle in 1945, Gregory Burgess studied architecture at the University of Melbourne, graduating in 1970. Gaining professional experience in several offices, Burgess was working for Daryl Jackson Evan Walker Architects at the time he was registered in July 1972, whereupon he established his own practice. Although Burgess's output initially focused on residential commissions, by the end of the decade his practice had broadened to include exhibition design and schools. His reputation rose rapidly during the 1980s, when he received several awards, notably an RAIA merit award for a much-published house in Macedon that also made the front cover of London's *Architectural Review*. While continuing to design houses, Burgess became sought-after as a designer of churches, health centres, arts centres, cultural centres and others project with a strong community-oriented purpose. In 2004, Burgess received the RAIA Gold Medal. At the time, it was reported that his work had been regularly published overseas since 1985, and that he had received more than forty awards.

The house that Burgess designed for the O'Dwyers at Portsea responded to "a deep need felt by the family … to express a more conscious nurturing attitude to this beautiful landscape". While the venerable cypress tree had to go, the tea-tree that ran rampant across half of the site was largely retained. Burgess's working drawings, dated October 1986, show that the building footprint developed as an asymmetrical courtyard plan, with free-form geometry that melded splayed corners, angles and jagged alcoves. As was later reported, "the new house, unlike the original cottage which stood white and charmingly separate from its setting, moves into and through the tea tree, embracing it, sometimes losing itself, to re-emerge in a low maintenance holiday mood, looking for the sun and sea horizon". The landscape also informed the architect's choices of materials and colours. Burgess, always passionate about timber construction, recalled in a 1995 interview that the Portsea house included a range of timbers that included Australian hardwoods, plantation pine and plywood as well as imported oregon and western red cedar. Natural timber finishes were completed with contrasting dark green spandrels and a brick-red metal roof, "to give the house a visual density equivalent to the surrounding foliage and shadow".

The realisation of this extraordinary design was entrusted to Robert Gaffney, a longtime resident of Blairgowrie who has commenced business as a builder in the 1970s. When a building permit was issued in December 1986, the builders were credited the firm of Dow & Gaffney. In August 1987, while work on the O'Dwyer House was still

in progress, the builder registered his own company under the name of Rob Gaffney Constructions Pty Ltd. Burgess was sufficiently impressed by Gaffney's skills that the two men maintained a significant professional association thereafter, with Gaffney being the builder of record for most of Burgess's subsequent projects on the Mornington Peninsula into the twenty-first century. The firm remains in operation today, based in Dromana and currently known as Gaffcon Pty Ltd.

The house had been completed by May 1988, when it was published in the RAIA national journal, *Architecture Australia*, as part of a special issue on new houses. The following year, it was one of dozen houses to be nominated in the residential category for the RAIA (Victorian chapter) annual awards. One of four to be shortlisted as a finalist, the O'Dwyer House was lauded by the jury for the way in which it "exhibited great facility and resolution of his style, which presumably seeks through the unexpected to provoke the senses to the evocation of all-increasingly 'untaught' or spiritualized states of mind" (!) The accolade ultimately went to another finalist, Edmond & Corrigan's Athan House in Monbulk.

Delighted with the house regardless, the O'Dwyers were quoted thus: "It's certainly more than a beach house. It's where a family of two adults and three teenagers relax, unwind, entertain friends, write, paint, and spend a lot of time together, cooking, gardening, philosophizing and dreaming. Each time I spent in this house I feel more pleased with it. Its relation to the elements, its privacy, its warmth of atmosphere its scale – these create a good environment to be in". This declaration was borne out by the fact that the family retained ownership of the house for nearly two decades. When it changed hands in 2006, the new owners wished to make certain changes and shrewdly engaged the original architect to make them. These additions and alterations, deftly executed by original builder Rob Gaffney, comprised a small extension to the south (providing a pair of *ensuite* bathrooms to the two existing bedrooms) and the enlargement of the existing dining room to create a larger family room. Part of the front garden was also re-landscaped, with a free-form concrete pool edged in large rocks, with crazy-paved stone pathways and a timber-framed rose arbour.



The O'Dwyer House in Portsea, photographed soon after completion in the late 1980s
Source: Architecture Australia, May 1988.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

"House, Portsea, Victoria", *Architecture Australia*, May 1988, p 91.
John McLagan, "A family retreat where tea-tree sing in the wind", *Age*, 20 June 1989, p 26.
"Residential: New (Jury Report)", *Architect*, August-September 1989, p 6.
Fiona Whittle-Austin, "Wooden Heart", *Age*, 28 August 1995, p 25.
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The house at 21-23 Blair Road, Portsea, which was carefully designed to preserve the dense setting of tea-tree on the double-width block, is necessarily difficult to see from the street frontage. Virtually all of the western half of the house remains obscured by planting, with only a few glimpses available of the eastern half of the house and the front garden area with pool, paving and arbour. When the original published floorplan is compared with more recent floorplans and aerial photographs, it is apparent that the building's unusual footprint remains largely intact: a lopsided Y-shaped courtyard plan made up of a series of irregular polygonal forms. Virtually all of these spaces has its own non-orthogonal roof plane, creating an irregular and highly sculptural roofline that include low gables with angled ridge lines, a diamond-shaped butterfly roof, low skillions of triangular or canted form, steeper skillions with clerestory windows, and a partial loft-like second storey. Aerial photographs show that the roof cladding retains its original red painted finish, except for those parts dating from the 2007 renovation.

Photographs taken when the property was last sold in 2011 (available via online real estate listings) show that the exterior remains strongly characterised by Burgess's distinctive timberwork. Walls are clad with horizontal timber boarding (and some areas of strapped half-timbering), with exposed stumps and slatted timber screens to the subfloor area. Fenestration is irregular, with windows of various forms including conventional rectangular openings with awning or double-hung sashes, rectilinear bay windows with bracketed sills, boxed windows, French doors and even a circular window (to the upstairs loft). Perhaps the most obvious change, when these recent photographs are compared to those taken in the late 1980s, is that the original natural finish to the external timberwork has been overpainted in a neutral colour scheme of pale grey-brown and taupe.

As re-landscaped circa 2007, the front garden now included a free-form concrete swimming pool edged with large rocks, crazy-paved stone surround and irregular pathways, palisade fence and a timber-framed rose arbour of arched form, with a curvilinear timber-slatted screen and integrated bench seat.

Comparative buildings:

Still professionally active after establishing his practice more than forty years ago, Gregory Burgess has completed a number of projects in what is now the Mornington Peninsula Shire. The majority of these have been private residential commissions, although since 2000 he has undertaken some larger-scale non-residential commissions that include the Moorooduc Estate Winery in Derrill Road, Moorooduc (2001) and the even more typological unusual Peninsula Hot Springs bathhouse in Springs Lane, Rye (2009).
One of Burgess's earlier residential commissions, the Barlow House (1972), was located in Matthew Street, McCrae, but it appears to have since been demolished. The Fritsch House in Shoreham (1976) is an elevated flat-roofed brick house that appears relatively conventional compared to Burgess's later work in the region, with only the vertical timber screens, oval openings and canted bay hinting at the qualities that would characterise the architect's later houses. Certainly, the O'Dwyer House has far more in common with Burgess's mature residential work of the 1980s and '90s.

The Windhover House (1984), still standing at 15 McLear Road, Arthurs Seat, exhibits a similarly quirky geometry in its centralized mandala-like plan form, albeit realised in steel frame and concrete shell construction that results in a quite different character to the expressive timberwork of the O'Dwyer House. The same can be said of the Earth House (1994) at 1212 Mornington-Frankston Road, Red Hill, which is built of rammed earth but otherwise echoes O'Dwyer House with its jagged U-shaped courtyard plan and irregular roofline.
Three more recent Burgess houses occupy expansive coastal sites on the Frankston-Flinders Road at Flinders: the Burraworrin House at No 4295 (1998), the Peninsula House at No 4515 (1999) and the Stone House at No 4211 (2005). Designed to take advantage of the bay views, all three houses adopt free-form curvilinear planning that is quite different to the more angular layout of the O'Dwyer House. While they all incorporate the architects' trademark timberwork to some extent, this has been combined with more monumental stonework and large areas of full-height glazing.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Timber construction; irregular plan form and roofline

Additions and new buildings:
Additions should respect Greg Burgess's geometry

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 222

Heritage Overlay number: **XXXXX**

HERMES No:	XXXXX
Place Name:	Osborne House (former)
Address:	33 Campbells Road, Portsea
Place Type:	House
Designer/architect:	McGlashan & Everist
Construction dates:	1960
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
33 Campbells Road, Portsea, is a holiday dwelling that was built for South Yarra residents Antony and Susan Osborne to a design by the architectural partnership of McGlashan & Everist. Completed in1960, it is a single-storey flat-roofed house of brick and timber construction, laid out on a courtyard plan.

How is it significant?
33 Campbells Road, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
33 Campbells Road, Portsea, is of architectural significance as an early and substantially intact example of the residential work of award-winning architects McGlashan & Everist, which was characterised by a distinctive minimalist articulation of modular planning, simple trabeation and a limited palette of materials that invariably comprised large timber members, stark masonry walls and full-height glazing and timber cladding (*Criterion E*).

One of a number of holiday houses that the firm is known to have designed on the peninsula for elite Melbourne families, this example anticipates subsequent developments in the firm's mature work, especially in its incorporation of walled courtyards that would recur in later projects such as the celebrated *Heide II* in Bulleen (1968). (*Criterion H*)

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

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History of the Place:

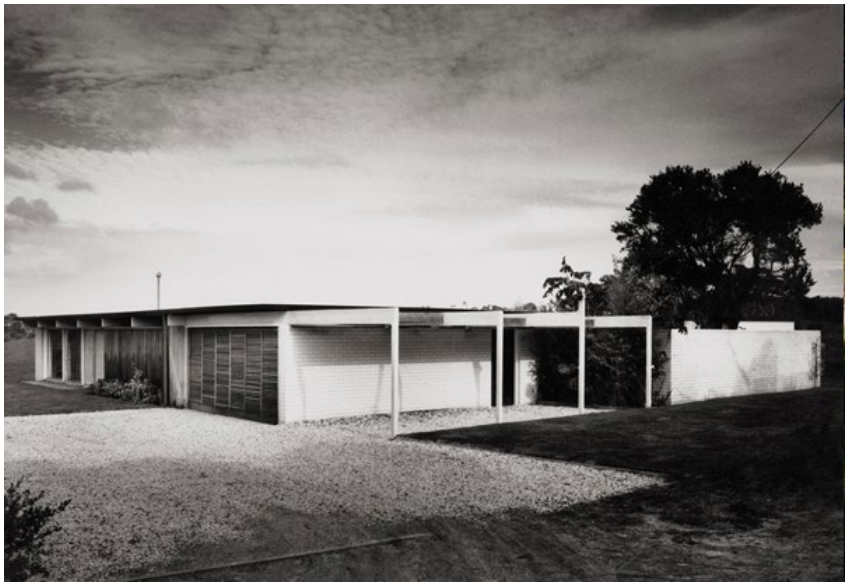
The house at 33 Campbells Road, Portsea, was erected for businessman Antony Osborne and his wife Susan, *nee* Watkins, who both hailed from prominent well-to-do families. Born in 1938, Antony James Rutherford Osborne was the third generation of the grazing dynasty that ran *Bolaro* station near the Snowy Mountains in NSW. His father was killed while serving with the RAAF during WW2 and, when his widowed mother remarried in 1944, Osborne became stepson to Everard Baillieu, scion of another prominent family. Osborne's future wife Susan boasted a no less impressive pedigree, being the eldest daughter of grazier Donald "Larry" Watkins. Both Everard Baillieu and Larry Watkins had long resided in the Toorak area and were also part of the Portsea holiday set. At the time that Antony and Susan married in March 1960, Baillieu had recently built a clifftop holiday house on the Point Nepean Road, designed by leading society architect Guilfiord Bell, while Larry Watkins was in the early stages of planning one for himself further along the same road, to be designed by rival society architect Geoffrey Sommers. Intending to build a Portsea weekender for themselves, newlyweds Antony and Susan Osborne acquired the title to a block of land on the eastern side of Campbells Road. At the time, the couple was living at 31 Darling Street, South Yarra, in a striking modernist house designed a few years earlier by the same Geoffrey Sommers. But when the Osbornes sought an architect, they turned to neither Geoffrey Sommers nor Guilford Bell but, rather, to the relatively new partnership of McGlashan & Everist.

David McGlashan (1927-1997) and Percy Neil Everist (1929-2017) had met whilst both were studying architecture at the University of Melbourne. Respectively graduating in 1953 and 1954, they each gained experience in various offices before deciding to enter into partnership together in 1955. Working from a back room at McGlashan's parents' house on the Esplanade at Brighton, the fledgling practice was fortunate in securing its earliest commissions from clients who knew McGlashan from his Wesley College schooldays. While the practice completed a number of houses that decade, it was not until the early 1960s (after McGlashan returned from a trip to the USA imbued with new ideas and influences) that its profile began to rise. A beach house at Rye (1960) generated much publicity and was awarded the Victorian Architecture Medal for 1964. The firm's prestige rose rapidly thereafter and, before the decade was out, McGlashan & Everist had won the RAIA Bronze Medal for another high-profile dwelling: John and Sunday Reed's house, *Heide II*, at Bulleen (1968). From the mid-1970s, the partnership focused more on school buildings. It remains in operation today, under the name McGlashan Everist Pty Ltd.

The commission for Antony and Susan Osborne's holiday house came at a time when McGlashan & Everist were starting to become sought-after as designers of peninsula holiday houses for Melbourne's elite. It was contemporaneous with weekenders designed for the Grimwade and Stonier families, both at Rye (1960), and another for the Reeds at Aspendale (1961). As was later reported in a newspaper article, the Osborne's' house was "conceived primarily for holiday fun and leisure living for a family with young children". With the awkwardly wedge-shaped site reportedly "exposed to cold southerly breezes", the house was conceived as two separate blocks (one for the bedrooms and bathrooms and the other for kitchen and a large living area) linked by a connecting covered way, both opening onto a central walled courtyard to "provide a pleasant setting for parties, barbecues and informal gatherings". Designed on a modular grid that was based on the standard width of Stramit lining boards, the house adopted a simple trabeated expression with exposed beams, posts, planar brick walls

and infill vertical timber boards and of full-height windows and glass sliding doors. Befitting its seasonal use as a holiday dwelling, materials were carefully selected to ensure low maintenance. With face brickwork, western red cedar boards, copper downpipes and Stramit ceilings, the only element that reportedly required painting was the fascia guttering.

The Osborne's house had been completed by 1963, when it was published in the *Australian Women's Weekly* as part of an illustrated feature entitled "Beautiful Homes". A series of colour photographs showed the expansive living/dining area, with painted brick walls, open fireplace with grey slate hearth, built-in cupboards and floor lined with then-fashionable seagrass matting. Another view, through the full-height windows, showed the central courtyard, with low shrubs against the walls, river pebbles and a sunken concrete-paved area enlivened with two oversized clam shells. As it turned out, the Osbornes retained ownership of the house for only a few more years. In 1965, it was purchased by retired racing driver Robert "Bob" Jane, who, that same year, had founded his enduring tyre retail franchise, Bob Jane T-Marts. Jane retained ownership of the house until 1972. There has evidently been only one subsequent owner since then.



View of the Osborne House, photographed by Ian Hawthorne soon after completion, c1960
(Source: Living in landscape: Heide and Houses by McGlashan and Everist)

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title, Vol 8269, Folio 972, created 17 August 1960.
"Seaside home built around a courtyard", *Australian Women's Weekly*, 13 November 1963, p 89.
Designed for holiday fun", *Herald*, 19 November 1965, p 24.
Heide Museum of Modern Art, *Living in Landscape: Heide and Houses by McGlashan and Everist* (2006)
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Built on a flat site, the former Osborne holiday house is a single-storey brick and timber dwelling on an offset H-shaped courtyard plan that consists of two detached flat-roofed blocks linked by a covered walkway. Laid out on a modular grid with simple trabeated expression, the minimalist house has a limited palette of materials: exposed timber beams and posts, pale-coloured concrete brick walls, and infill over vertical timber cladding (in western red cedar) and full-height windows and sliding glass doors. The flat roof, clad in metal tray decking, has broad eaves and fascia guttering.

When the house is viewed from the street, only the front (bedroom) wing can be seen; the rear wing and central courtyard remained concealed. The original double carport, which had a panelled timber door (see archival photograph below) has been infilled to create an additional room, with a front wall of matching vertical timber boarding and an anodized aluminium glass sliding door set that now forms the main entrance. The open pergola that projected towards the street, with large timber beams supported on square posts, has consequently been adapted to form a carport by extending the flat roof across the top. Along the former garage wall, a narrow horizontal strip window runs just below the eaves line, with a doorway at one end that was originally the principal entrance to the house. Aside from the infilled garage opening, the north elevation remains substantially intact, with vertical timber boards and full-height windows. The driveway and approach to the house is gravelled, while a low ti-tree fence defines an enclosed lawn area beyond.

Comparative buildings:

As an example of the distinctive minimalist style that characterised the residential work of McGlashan & Everist in the 1960s, the former Osborne holiday house can is most pertinently compared with other examples of that firm's work. The contemporaneous Grimwade House at Rye adopts similar modular planning, simple trabeated expression and limited palette of materials, but is a grander and more luxuriously appointed example, conceived on a sprawling L-shaped plan with plinths and wing walls in rough stonework (rather than brick) and a more overt Japanese influence. Located on a huge and elegantly landscaped site at 28-54 Dundas Street, this very important house is included in the *Victorian Heritage Register*. Another example of the firm's work in Rye, the Stonier House, has not been located; also dating from 1960, this house was reportedly erected in Cain Road (the *Heads View Estate* but its exact address has not been confirmed. The firm's later work is represented in the study area by the Carnegie House at 7 Kildrummie Court, Sorrento (1967). This bayside house, which cannot be seen from the street, demonstrates the architects' aesthetic shift from the hard-edged minimalism of earlier houses to a more regionalist style characterised by stepped plans and more extensive use of timber.\

Considered more broadly as an example of the minimalist tendency in modernist residential architecture, the former Osborne holiday house anticipates the work of Wayne Gillespie. Early examples of Gillespie's work, such as the Brasch House at 11 Grosvenor Court, Portsea (1974), were certainly conceived in a similar vein, with modular rectilinear planning, flat roofs and stark planar walls contrasting with bays of full-height windows.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Full height windows, walled courtyard

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions should be permitted on the bay side of the property

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 224

Heritage Overlay number:	**XXXXXX**
HERMES No.	XXXXXX
Place Name:	Cove House
Address:	14 Cove Avenue, Portsea
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1870s-1890s
Architectural style:	Late Victorian?
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:

No image has been found for this property

Statement of Significance:

What is significant?
14 Cove Avenue, Portsea, known as Cove House, is a late Victorian house located on the cliff-top of Portsea. It was built for the Purves family and was occupied by them for 70 years.

The spectacular setting at the edge of the cliff contributes to the significance of the place.

How is it significant?
14 Cove Avenue, Portsea is of local historical significance to the Mornington Peninsula Shire.

Why is it significant?
14 Cove Avenue, Portsea is historically significant for its association with the Purves family for 70 years and the Pizzey family for 78 years, until the present day. The property was constructed at the end of the 19th century and is a rare surviving cliff top residence in Portsea which belonged to well-known families who used the property as a holiday house. (Criterion A & B)

The generous garden setting and cliff top location adds to the significance of the site. (Criterion D)

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen’s villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children’s camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in ‘place’; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The Shire of Flinders Heritage Study 1992 defined a significant area of marine villas as making up the Sorrento Cliff Top residential area, sited on the raised land formation between the Sorrento Pier and Point King on the northern side of the Nepean Highway. The group includes early marine villas of the 1870s but also large Edwardian-era houses like Heathlawn (1910-17) and Westbank. Other significant villas such as The Anchorage (1873) and Nee Morna (1910), line the cliffs nearby. [Butler & Context, 2012:29]

At the furthest end of the cliff top area, in Portsea is Cove House. The only nearby cliff top houses are Weeroona (1892) and Seacliffe (1878) both limestone villas on the cliff top. No other Late Victorian cliff top dwellings survive in this section of Portsea.

The certificate of title Vol 427 Fol 276, has the first owner as James Purves (misspelt Purvis) of Melbourne. He was granted three acres, 1 rood and 31 perches in 1870. The property extended from Point Nepean Road to the high water mark and ran along the edge of the Police Paddock. James Purves was an early Victorian colonist from Berwick-upon-Tweed, became an important race-horse breeder and owner of the station Toolgaroop (sic). This is probably meant to read Tootgarook, first taken up in 1838 by Hobson near Rye. James Purves died 1878. [Australian Dictionary of Biography]

James Liddell Purves (1843-1910) of Chancery Lane, Barrister, became the owner of the property in 1891. Son of James Purves and his wife Caroline, Purves was sent to Europe in 1855 to continue his education. He graduated from Cambridge and studied law in London. He travelled through Europe and published a book on his travels. He returned to Australia and was admitted to the Victorian Bar in 1866. He was a well-known barrister who took on some spectacular cases and was known for his wit and charm. He entered the legislative assembly in 1872 and had a brief career in Parliament. He was an active member of the Australian Natives Association and was active in the first federal referendum. In the 1870s he represented Sorrento publican John Boswell Clark in the suit brought against him by Coppin and Martin. [Australian Dictionary of Biography]

Eliza Emma Purves of South Yarra was executrix to the will of James Liddell Purves in 1911. The property was then sold to Herbert Turner of Melbourne, a solicitor. In 1921 Margaret Emily Brook of Portsea became the owner before she transferred it to Thomas George Pizzey a merchant of Johnston Street Fitzroy, in June 1940. At his death in 1959 the property was transferred to Eliel Thomas and Norman Elliott Pizzey. In 1961 they began to subdivide the property and created Cove Avenue. In 1966 Norman Elliott Pizzey and his wife Marjory Eileen Pizzey (Porta) became the joint proprietors of the lot containing the house at 14 Cove Avenue. The House is now owned by John and Helen Pizzey. [Vol. 3648 Fol.468; Vol3568 Fol 421; Vol 8568 Fol 420]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 2: Peopling the Peninsula
Theme 2.6.2: Cliff-top villas

Sources:
Australian Dictionary of Biography
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

This cliff-top residence is on its original site and was the most westerly private property on the Nepean Peninsula. It was constructed adjacent to the Gatekeepers cottage in the Quarantine station. It has astounding views of the Bay and Police Point and is sited very close to the edge of the cliff above a secluded section of beach.

The house cannot be sighted from the road or the Police Point area. It can be seen from the Bay.

Comparative buildings:

As the building was not sighted for this assessment, it is not known what other buildings would be comparative to it in terms of fabric.

In terms of age and setting on the cliff-top of Portsea, the only other two buildings are Weeroona and Seacliffe, both Late Victorian limestone dwellings. There are few other surviving Late Victorian dwellings on the cliff-top in Portsea.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries until such time as the fabric of the property can be verified.

Significant elements or design features:
Siting on the cliff-top

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 226

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	Watt House (former)
Address:	2-4 Elizabeth Road, Portsea
Place Type:	House
Designer/architect:	Murphy & Alekna (1988 additions by Buddy Alekna)
Construction dates:	1969-70; 1988
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
2-4 Elizabeth Road, Portsea, is a two-storey holiday house of timber and concrete block construction, laid out on a stepped rectilinear plan with projecting bays and balconies. It was erected in 1969-70 for Jim and Susan Watt, to a design by architects Murphy & Alekna.

How is it significant?
2-4 Elizabeth Road, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
2-4 Elizabeth Road, Portsea, is of architectural significance as an excellent and early example of a holiday house that demonstrates the pervasive influence of the Brutalist tendency in residential architecture. Emerging gradually in Melbourne from the early 1960s before becoming increasingly popular during the 1970s, this style was broadly characterised by the frank expression of unfinished materials (brick, slate and timber and particularly concrete) and a sculptural articulation of stepped plan forms, stark massing and jagged rooflines. Dating from 1970-71, the

Watt House represents a striking, intact and early manifestation of Brutalism in this part of the Mornington Peninsula Shire, with its stepped plan, irregular roofline and stark expression of unpainted concrete block walls and treated pine cladding (*Criterion E*).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

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Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The house at 2-4 Elizabeth Road, Portsea, was erected in 1969-70 for Jim and Susan Watt, to a design by architects Murphy & Alekna. Born in 1938, Maxwell James Watt was the grandson of, A V Watt, a leading pre-war manufacturer's agent with many and varied business interests. Three generations of the Watt family lived in the Toorak and South Yarra area but, like many well-heeled residents therein, also maintained a seasonal presence at the far end of the Mornington Peninsula. Jim's uncle, Albert Watt, had built a house on the Point Nepean Road as early as 1935, and, fifteen years later, replaced it was a smart modernist counterpart designed by architects Mockridge, Stahle & Mitchell. Such was Jim's own connection with the bayside region that, when he married Susan Campbell Davey in 1961, the ceremony took place at St John's Church in Sorrento. The couple subsequently made their home in Adelaide Street, Malvern, but contemplated the provision of a holiday house of their own. In May 1969, the title to a three-quarter acre block of land on the north-west corner of Franklin and Elizabeth roads was transferred to the name of Maxwell James Watt. To design the house, the couple engaged the architectural firm of Murphy & Alekna.

The partnership of Murphy & Alekna was established in 1964 by recent graduates Harold "Hal" Murphy and Vytas "Buddy" Alekna, both born in 1938. Murphy studied at RMIT and the University of Melbourne, graduating in March 1962, and was registered as an architect by the end of that year. He achieved early plaudits when he won third prize in a 1963 design competition sponsored by the Tasmanian Timber Merchants Association and, the following year, received the coveted Robert & Ada Haddon Travelling Scholarship. Born in Lithuania to parents who migrated to Australia in 1949, Alekna completed his own studies at RMIT and became registered as an architect in October 1963. Within twelve months, the firm of Murphy & Alekna had emerged. The office focused on residential work, with one notable project being Alekna's own holiday house at Portsea (1967), the design of which was subsequently introduced into the range of standard plans offered by the RAIA Housing Service. While the partnership completed a series of highly-regarded residential projects, including several houses in regional Victoria, it ended in the early 1970s, when Hal Murphy moved to the USA. Based for many years in Hawaii, where he was employed as an architect/planner for the City & County of Honolulu, he later settled in San Francisco and worked for several architectural firms there. Back in Melbourne, Buddy Alekna continued to work as an architect (including a stint with Moull Murray) but later retired to a farming property in NSW and moved thence to Thailand.

While Jim and Susan Watt have well have engaged Murphy & Alekna to design their new holiday house on the strength of Buddy Alekna's much-published residence in nearby London Bridge Road, the two projects had little in common. For the Watt family, the architects proposed a large dwelling on a plan of interlocking rectangles that created three discrete zones for the living room, kitchen and dining, and two bedrooms with shared dressing room and bathroom; the master bedroom suite, with its own bathroom and balcony, formed a partial second storey above the central square. The plan further incorporated a double carport and two semi-enclosed courtyards. Befitting the seasonal occupation of the house, the architects selected materials to ensure minimal maintenance, including unpainted concrete blockwork, concrete slab floor with quarry tiling, and interior and exterior cladding in a new type of pressure-treated pine boarding known as Permapine, impregnated with a liquid preservative to prevent dry rot and insect damage. Construction also incorporated laminated timber beams, which were exposed internally with matching treated pine lining boards.

The house was belatedly published in the *Age* in 1972, designated as an RAIA House of the Week. The report opened with the statement that "timber and concrete have been sympathetically combined to produce a non-maintenance holiday house at Portsea". Particularly attention was drawn to the use of laminated timber beams and treated pine cladding, both of which were unusual at the time, as well as the open planning and split-level expression. It was also noted that "the undulating acre site has been planted with lawn retaining the existing tea-tree as a natural windbreak around the house". The property remained in the ownership of the Watt family until 1985, when it was advertised for sale as an "enchanting architect-designed split-level treated pine and birth home on large secluded allotment". When the property came up for sale again nine years later, it was promoted more specifically as an "Alekna architect-designed mezzanine style home". During the intervening years, the house was enlarged to the design of its original architect. Alekna's drawings, dated May 1988, indicating that he was then affiliated with PGI, a multi-disciplinary firm that specialised in corporate identify, commercial interiors, retail merchandising, architectural graphics and exhibition design. His alterations to the former Watt House included infilling the courtyard to create a second living area, and the reconfiguration of the first floor to provide two bedrooms and a lounge area. Not surprisingly, given Alekna's involvement, these alterations were wholly sympathetic in design, detailing and materials, closely echoing that of the original dwelling.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title, Volume 8777, Folio 184, created 6 May 1969.
"No maintenance cost", *Age*, 22 May 1972, p 11.
Property File No 134692, held by Mornington Peninsula Shire.
Built Heritage Pty Ltd, "Murphy & Alekna", *Dictionary of Unsung Architects*, <<www.builtheritage.com.au>>
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Occupying a large corner allotment, the house at 2-4 Elizabeth Road, Portsea, is a two-storey house of concrete block and timber construction, laid out on an asymmetrical split-level plan that comprises a series of interlocking rectangular forms. When viewed from the Franklin Road frontage, the house presents an irregular and asymmetrical elevation. To the left side, a stark and windowless concrete block wall rises to a raked parapet, with a low chimney at the apex. Concrete block walling continues along the ground level, alternating with bays of full-height windows and sliding glass doors. The upper level, with vertical treated pine cladding extending between a plain fascia and an expressed floorline, incorporates a cantilevered balcony with glazed door and metal pipe railing, a projecting bay with a full-height window to one side, and a curved corner that returns down the Elizabeth Street elevation. This elevation, and those to the north and east, are not visible from the street but photographs from an recent online real estate listing confirms that are similarly expressed with concrete block walling, vertical treated pine cladding and bays of full-height windows and glass sliding doors.

Comparative buildings:

As a local example of the work of architects Murphy & Alekna, the Watt House has one obvious pertinent comparator: Buddy Alekna's own holiday house, located nearby at London Bridge Road, Portsea. Completed in 1968, this is a somewhat smaller house but similarly expressed with split-level planning and low-pitched roofline incorporating a partial second storey, in the form of a mezzanine studio with a steeply raked clerestory. While the construction of Alekna's own house combines timber and masonry, his use of recycled handmade bricks, second-hand oregon beams and vertical redwood boarding creates an entirely different aesthetic to the concrete blockwork, laminated timber and treated pine cladding of the Watt House.

Considered more broadly in the context of 1970s holiday house architecture, the Watt House has elements in common with several others by other architects. Its use of the interlocking square plan, and vertical timber board cladding has something in common with the contemporaneous Paton House at 10 McGregor Avenue, Portsea (Kevin Borland, 1971), and a much later house at 10 Janet Court, Portsea (Meldrum, Thomas & Schenkel, 1977), although it lacks the jagged roofline of both those examples. Unpainted concrete block, while perhaps associated with ubiquitous caravan park ablution blocks on the peninsula, became increasingly popular amongst architects during the 1970s and was used in several holiday houses in the region. These include examples at 91 Campbells Street, Portsea (David Denham, 1977) and 13 Sussex Road, Rye (Julius Szeleres, 1978), both of which have since been altered, and a slightly later one at 18-20 Boroondara Road, Sorrento (Wayne Gillespie, 1981) that retains its unpainted finish. The use of treated pine cladding, which was still somewhat innovative and unusual in the early 1970s, also appears in a slightly later example: the additions that architect Peter Staughton designed in 1973 for an *Age* Small Homes Service dwelling at 42-46 Ozone Avenue, Sorrento.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Concrete blockwork, treated pine cladding, stepped plan form

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions should be made to the two street frontages

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 232

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	Brasch House (former)
Other Names:	*Montauk*
Address:	11 Grosvenor Court, Portsea
Place Type:	House
Designer/architect:	Wayne Gillespie
Construction dates:	1974
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
11 Grosvenor Court, Portsea, is a single-storey flat-roofed holiday house pf white-painted concrete block construction, with full-height windows opening onto a wide trabeated verandah. It was erected in 1974 for businessman Graham Brasch (of Brashes Music fame) to the design of society architect Wayne Gillespie.

How is it significant?
11 Grosvenor Court, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
11 Grosvenor Court, Portsea, is of architectural significance as the first house that architect Wayne Gillespie ever designed in Portsea. Grandson of a local flower farmer and son of a socialite who lived for many years on Point Nepean Road, Gillespie began his architectural career designing houses for well-connected families in Toorak and environs before inevitably being commissioned by that same clientele to provide comparable peninsula

holiday houses. The Brasch House was the first in a steady stream of such commissions that would sustain Gillespie's practice until his death in 2005, by which time he had become one of the most sought-after designs of Portsea holiday houses for Melbourne's elite (*Criterion H*). With planar concrete block walls, flat roof and large windows opening onto a long verandah, the Brasch House anticipates Gillespie's mature signature style of stark classically-inspired minimalism that would define so many of his later Portsea houses (*Criterion E*).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses

and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The house at 11 Grosvenor Court, Portsea, was erected in 1974 as a holiday dwelling for businessman Graham Brasch (1922-2009). From 1930 until his death, Graham's father, William Henry Brasch (1885-1954) had been general manager of the Victorian branch of C C Wakefield & Company Ltd, the London-based oil company best known for the *Castrol* range of products. Born in Sydney, William Brasch had worked as a motor mechanic, variously in Sydney, Tasmania and Adelaide (where he married Bluebell "Belle" Benton in 1918) before settling in Melbourne by 1919. During the 1920s and '30s, the Brasch family (by then including daughter Judith and son Graham) resided in Prahran and Caulfield before William's new position allowed them to take up residence in a grand Victorian villa in Russell Street, Toorak, in 1941. Graham, who remained living in the family home until his father's death, later occupied a flat in Marne Street. After he married Kim Hudspeth in 1969, the couple moved into an elegant pre-war maisonette at 13 Kyeamba Grove.

From the early 1930s, William Brasch and his family had holidayed regularly at Portsea, although it was not until the early 1970s that his son Graham proposed a holiday house for himself there. Acquiring a site in Grosvenor Court, off Point Nepean Road, Brasch turned to architect Wayne Gillespie (1941-2005). Like Brasch himself, Gillespie was scion of a wealthy family that divided its time between Toorak and Portsea. After graduating from the University of Melbourne in 1963, Gillespie worked in the office of Yuncken Freeman before launching his own practice around 1970. With many early clients drawn from his family's blue-chip social connections, Gillespie soon became highly sought-after as a designer of houses in Toorak, South Yarra and Malvern. This was presumably how Toorak resident Graham Brasch came to engage Gillespie to design his Portsea weekender. For his own part, Gillespie had a long familial connection with the seaside resort: his grandfather had a flower farm there for many years, while his mother, Marjorie, lived next door to Harold Holt on the Point Nepean Road.

Gillespie's residential projects were characterised by an elegant minimalist style that developed as result of his passion for classical Roman dwellings (inspired by his visit to Pompeii in the late 1960s) and admiration for the work of fellow society architect Guilford Bell (1912-1993), who worked in a similar Stripped Classical vein from the mid-1950s. Graham and Kim Brasch, residing in a Georgian-style house in Toorak, clearly sought something similarly elegant when they engaged Gillespie to design their new house at Portsea. The couple reportedly requested 'an attractive functional house', with Graham stipulating the provision of a bar (to be red in colour, with an arched opening) but otherwise leaving the rest of the details to his wife Kim. Gillespie duly came up with a scheme for an understated flat-roofed dwelling on an elongated rectangular plan, defined by planar walls of concrete block that alternated with full-height windows and glazed sliding doors. Turning its back on the street, the house had no windows to the Grosvenor Court side, where a full-width carport acted as a buffer.

The consulting structural engineer for the project was Frank Dixon, with whom Gillespie had worked during his employment with Yuncken Freeman in the 1960s. The Brasch House was erected by Bob Rollings, a builder from Rosebud whose firm, styled as R J & J A Rollings Pty Ltd, was responsible for constructing several other architect-designed projects in the local area during the 1970s, including work by such architects as Peter

Staughton and Kevin Makin. Completed before the end of 1974, the Brasches' house in Portsea was published early the following year in the *Age* newspaper. Designated as an RAIA House of the Week, it was praised as "a simple design idea handled with strength and conviction".

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

'Simply holiday home design creates own environment', *Age*, 3 February 1975, p 16.
Barbara Wenzel, *Wayne Gillespie, Architect: The Man and his Style* (2003)
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Occupying an elongated but relatively narrow allotment at the end of a cul-de-sac, the house at 11 Grosvenor Court is a single-storey flat-roofed residence of concrete block construction. Responding to the limitations of the site, the house has an elongated rectangular plan, and is built close to (and parallel with) the south boundary. The external walls, which have a stark white-painted finish, are windowless to the east and west ends. Small windows along the south elevation contrast with continuous bays of full-height windows and glass sliding doors along the entire north elevation. These open onto a full-length verandah defined by large timber posts that have been enveloped by foliage, clipped to create a topiary-like effect. The street elevation is blank and windowless, with the only opening being an off-centre doorway through a screen wall that is otherwise punctuated by formal hedges and a row of clipped feature trees that rise up through a gap in the roof. A triple carport, with flat roof supported on a pair of freestanding wing walls, extends across the entire street façade.

Comparative buildings:

A third generation resident of Portsea, architect Wayne Gillespie undertook a number of architectural projects in that area, spanning almost three decades of his professional practice. With the "special affinity the architect felt for houses built by the sea", as Barbara Wenzel noted in her 2003 monograph on Gillespie, "he reveled in the opportunity to frame and celebrate vistas of sea and sandy coastline, whereby his talent for bringing in abundant natural light could be given full rein".

The Brasch House in Grosvenor Court, completed in 1974, has been cited as the very first house that Gillespie designed at Portsea. Another early commission, commenced around the same time, was the renovation of an existing house at 3683 Point Nepean Road. Erected in 1946, this large two-storey timber dwelling was designed by architects Bates, Smart & McCutcheon in the fashionable Georgian Revival style; three decades later, Gillespie was engaged to refurbish the house including internal changes and a new timber-posted verandah across both levels. Another early Gillespie house, the McFarlane House at 18-20 Boroondara Road, Sorrento (1981), of unpainted concrete block on an elongated H-shaped plan, otherwise echoes the Brasch House with its stark walls, full-height glazing and full-width rear verandah.

It was not until the later 1980s and '90s that Gillespie became more professionally active in Portsea and Sorrento, with a string of commissions that included; the McIntosh House in Merrylands Avenue (1984-86), *Quinta* at 72 Campbells Road (c1989), *Mandurah* at 3820 Point Nepean Road (1993), the Matear House in Point King Road (c1995), the Mahon House in Bass Road (1997), and *Nariana Court*, a gated community of semi-detached units (1998-99).

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Stark planar walls; full height windows, feature plantings

Extent of fabric to be retained:
All of the external fabric of the building and original planting scheme

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No



View of the garden side (not visible from street), circa 2002
Source: Barbara Wenzel, Wayne Gillespie, Architect: The Man and his Style (2003)

HERITAGE CITATION 237A

Heritage Overlay number: **XXXXX**

HERMES No:	XXXXX
Place Name:	McIntosh House (former)
Other Names:	*Merrylands*
Address:	6 Merrylands Avenue, Portsea
Place Type:	House
Designer/architect:	Wayne Gillespie
Construction dates:	1984-86
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
6 Merrylands Avenue, Portsea is a single-storey house on a sprawling rectilinear plan with stark pale-coloured masonry walls, trabeated verandahs, full-height glazing and flat roof with pyramidal and barrel-vaulted skylights. Designed by Wayne Gillespie for stockbroker John McIntosh, the house was one of two grand residences erected in 1985-86 on adjacent sites created from what had been Edward Baillieu's *Merrylands* estate.

How is it significant?
6 Merrylands Avenue, Portsea, is of local architectural to the Mornington Peninsula Shire.

Why is it significant?
6 Merrylands Avenue, Portsea, is of architectural significance as one of the finest surviving examples of the residential work of society architect Wayne Gillespie. Grandson of a local flower farmer and son of a socialite who

lived for many years on Point Nepean Road, Gillespie began his architectural career designing houses for well-connected families in Toorak and environs before inevitably being commissioned by that same clientele to provide comparable peninsula holiday houses. Dating from mid-1980s, the magnificently-sited McIntosh House is the quintessential example of a palatial weekender in Gillespie's trademark minimalist style, with an expansive plan inspired by the Roman villa form, stark masonry walls, full-height windows opening onto broad trabeated verandah, and flat roof enlivened by pyramidal and barrel-vaulted skylights (*Criterion E*). The house is acknowledged as one of Gillespie's most significant projects by his biographer, Barbara Wenzel, who used a photograph of the building for the front cover of her book (*Criterion H*).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from

Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed

their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The house at 6 Merrylands Avenue, Portsea, was erected in 1984-86 for John McIntosh, to a design by architect Wayne Gillespie. It was one of two grand residences built at the same time, on adjacent blocks subdivided from what remained of Edward Baillieu's vast pre-war property, *Merrylands*. In 1925, Bailleau acquired a three acre site at Point King on which he built a large two-storey sandstone house. Sited on the east boundary of the huge block, the house overlooked a circular driveway and several outbuildings, with a detached boatshed and jetty at the bottom of the cliff. Until Baillieu's death in 1939, *Merrylands* was a noted venue for the social interaction of Melbourne's elite families. It later served as the occasional home of Baillieu's nephew, Lambert Latham, who lived in New South Wales. In the 1960s, the property's frontage to Point Nepean Road was subdivided to create Merrylands Avenue and some smaller residential blocks, with the original house, outbuilding and boatshed retained on the large clifftop site. In the late 1970s, the elderly Latham contemplated further subdivision to make the property more manageable. It was proposed to create a small cluster estate by retaining the house, circular drive and outbuildings on one large central lot, with a smaller lot to each side accessed from a common driveway. This scheme did not eventuate and the Lathams offered the entire property for sale.

In 1978, *Merrylands* was acquired by a housing company that proposed to clear the site for a cluster housing development known as *Ocean Ridge*. Designed by architect John Rosenthal, it was to comprise seven detached dwellings with communal driveways, parking areas, tennis court and beach access path. With many objections from nearby residents, this project did not proceed, and the owners instead proposed a less controversial two-lot subdivision. Each of the two battleaxes blocks would have a nominal frontage to Merrylands Avenue and a more expansive bay frontage. Lot 2, on the south side, would retain the Latham's former house, garage and shed, while Lot 1 would be vacant, save for the boatshed at beach level. In 1979, Rosenthal prepared plans for a new dwelling on Lot 1. However, neither the two-lot subdivision, nor the second house, eventuated at that time.

In 1983, the property was purchased by two leading Melbourne businessmen, Stephen Nicholas and John McIntosh, who were also brothers-in-law. The former, a grandson of Alfred Nicholas of Aspro fame, had married Sandra McIntosh in 1968, a fashion designer and sister of John McIntosh, one of Melbourne's most prominent stockbrokers. In jointly acquiring the Sorrento property, the two families intended to implement the two-lot subdivision that was mooted a few years earlier, and to each build a new dwelling. The Nicholases' house, on Lot 1, would retain the original boatshed on the beach while the McIntoshes' house on Lot 2, was to include a new tennis court on the street side. Two different architects were involved: Stephen and Sandra Nicholas commissioned Italian-born Ermin Smrekar, while John and Marita McIntosh turned to Portsea favourite Wayne Gillespie. Sketch plans for both residences were already completed by October 1984, when a site plan (prepared by Smrekar's office) showed the distinctive footprints of both dwellings on their respective sites.

Like many of his clients, architect Wayne Gillespie (1941-2005) was a scion of a wealthy family that divided its time between Toorak and Portsea. His grandfather had run a flower farm in the Portsea area for many years, and his mother Marjorie lived next door to Harold Holt on the Point Nepean Road. After graduating from the University of Melbourne in 1963, Gillespie worked in the office of Yuncken Freeman before launching his own practice around 1970. With many early clients drawn from his family's blue-chip social connections, Gillespie soon established a reputation as a designer of elegant residences in Toorak, South Yarra and Malvern. From the mid-1970s, he began to receive commissions from members of that same socio-economic circle for holiday houses at Portsea and environs. From the 1980s until his death in 2005, Gillespie was highly sought-after as the pre-eminent designer of high-end weekenders for wealthy clients at the pointy end of the peninsula. His output was characterised by an elegant minimalist style that developed as result of his passion for classical Roman dwellings (inspired by his visit to Pompeii in the late 1960s) and admiration for the work of fellow society architect Guilford Bell (1912-1993), who worked in a similar Stripped Classical vein from the mid-1950s.

According to Barbara Wenzel, the McIntoshes wanted a house that would not detract from the sublime bay views. Gillespie's sketch plans, undated but circa October 1984, proposed a single-storey flat-roofed dwelling based around a large central gallery space top-lit by a pyramidal skylight. Broadly evocative of a Roman villa, the planning was reportedly inspired by a specific precedent: an exceptional courtyard house in Pompeii known as the *House of the Silver Wedding*. Along the north side of the McIntosh House, an expansive living room, dining room, master bedroom and guest bedroom opened onto a full-width verandah facing the bay, while two projecting wings to the south contained three more bedrooms and a playroom, with external verandahs. Between these two bedroom wings was a recessed double carport that also served as an entry porch, top-lit by a barrel-vaulted skylight.

According to council records, a planning permit for the construction of the house (estimated to cost $185,000) was issued on June 1985. Work duly commenced, and a Certificate of Occupancy was issued in April 1986. The house, with its stark walls and gallery-like foyer, formed the ideal backdrop for the McIntoshes' collection of antiques and Australian art During the 1990s, the couple made further improvements to the grounds, notably the erection of a new ramp and timber stair to the beach (1991) and a gable-roofed boatshed and deck at beach level (1997). The latter was designed by M I Doyle Design, a local building design company based in Rye.



View of the inland frontage of John and Marita McIntosh's house at Portsea (not visible from street)
Source: Barbara Wenzel, Wayne Gillespie, Architect: The Man and His Style (2003)

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Property Files No 139227 and No 139228, held by Mornington Peninsula Shire.
Barbara Wenzel, *Wayne Gillespie, Architect: The Man and His Style* (2003)
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Occupying a large battleaxe site with clifftop frontage and a nominal street presence, the house at 6 Merrylands Avenue, Portsea, cannot be seen from the street side, but remains publicly visible from the beach side. It is a substantial single-storey flat-roofed dwelling of rendered brick construction, laid out on a sprawling rectilinear plan. Balanced without being strictly symmetrically, the plan is based around a central courtyard-like gallery space, top lit by a pyramidal skylight, which opens off an integrated carport that doubles serves as a recessed entry porch, top lit by a long and narrow barrel-vaulted skylight.

The bayside elevation, which is visible from the beach side, comprises large bays of plate glass windows that open onto a full-width verandah with a broad masonry spandrel supported on overscaled piers. The street frontage, which is not publicly visible, is symmetrical, with the central recessed entry porch flanked by blank masonry walls with espaliered plants. The curve of the barrel-vaulted skylight leads the eye towards the front door, centrally placed to the rear of the recessed porch.

Comparative buildings:

A third generation resident of Portsea, architect Wayne Gillespie undertook a number of architectural projects in that area, spanning almost three decades of his professional practice. With the “special affinity the architect felt for houses built by the sea”, as Barbara Wenzel noted in her 2003 monograph on Gillespie, “he reveled in the opportunity to frame and celebrate vistas of sea and sandy coastline, whereby his talent for bringing in abundant natural light could be given full rein”. This notable association began in the mid-1970s, when he designed a house for Graham Brasch at 11 Grosvenor Court and substantially remodelled an existing two-storey timber house at 3683 Point Nepean Road. However, it was not until the 1980s and ‘90s that Gillespie became more professionally active in Portsea, with a string of commissions that included the McIntosh House in Merrylands Avenue (1984-86), *Quinta* at 72 Campbells Road (c1989), *Mandurah* at 3820 Point Nepean Road (1993), the Matear House in Point King Road (c1995), the Mahon House in Bass Road (1997), and *Nariana Court*, off Franklin Road, a gated community of semi-detached units (1998-99). Gillespie is also known to have designed a least one house in Sorrento, though its exact address is unconfirmed.

Gillespie’s peninsula houses vary in scale, setting and plan form. There may be single- or double-storeyed, with sprawling plans on large landscaped sites or with compact plans on tighter suburban-scaled sites. Some, such as the McIntosh House, occupy cliffside sites; others are located further inland. Despite such differences, his houses tend to bear the unmistakable Gillespie stamp of stark classically-inspired minimalism: plain wall surfaces with huge windows opening onto trabeated verandahs with large piers. While examples such as the Mahon House and the *Nairana Court* houses have hipped roofs, most of Gillespie’s houses are flat roofed. *Mandurah* on the Point Nepean Road incorporated a barrel-vaulted skylight similar to the McIntosh House, although the more distinctive pyramidal skylight in the latter house appears unique amongst the architect’s Portsea houses. Of all

the local comparators, *Mandurah* is the one that is perhaps most comparable to the McIntosh House. Both were built on clifftop sites of Point Nepean Road, with formalised plans culminating in an expansive large living zone with full-height windows and glazed doors opening onto wide bayside terrace. *Mandurah*, however, has been extensively refurbished and remodelled since 2015. The McIntosh House, which appears substantially intact, remains as one of the best surviving examples of Gillespie's high-end residential work in the Mornington Peninsula Shire. His biographer Barbara Wenzel lauded the house as one of his most significant projects, noting that its site "allowed him freer expression of many of his key belief about style". This is underscored by the fact that Wenzel chose a photograph of the house for the front cover of her book.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Stark walls, pyramidal and barrel-vaulted skylights

Extent of fabric to be retained:
All of the external fabric of the building

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 237B

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Nicholas House (former)
Other Names:	*Meriama*
Address:	8 Merrylands Avenue, Portsea
Place Type:	House
Designer/architect:	Ermin Smrekar
Construction dates:	1984-86
Architectural style:	Post-War Post-Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
8 Merrylands Avenue, Portsea, is a split-level flat-roofed house on a stepped and angular plan that incorporates expansive terraces overlooking the bay, sheltered by triangular pergolas. Designed by Ermin Smrekar for businessman Stephen Nicholas, the house was one of two grand residences erected in 1985-86 on adjacent sites created from what had been Edward Baillieu's *Merrylands* estate.

How is it significant?
8 Merrylands Avenue, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?

8 Merrylands Avenue, Portsea, is of architectural significance as an excellent and intact example of the highly idiosyncratic style of Italian-born architect Ermin Smrekar (*Criterion H*). Over a career spanning five decades, Smrekar became well known for his distinctive buildings characterised by sculptural forms, jagged geometry and a bold juxtaposition of materials. This palatial clifftop residence, with its sharply angled bay frontage incorporating triangular pergolas, is an excellent and intact example of Smrekar's residential work during the 1980s, when his distinctive personal style merged with the prevailing fashion for Post-Modernism (*Criterion E*).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

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History of the Place:

The house at 8 Merrylands Avenue, Portsea, was erected in 1984-86 for businessman Stephen Nicholas, to a design by architect Ermin Smrekar. It was one of two large residences built at the same time, on adjacent blocks created by the subdivision of what remained of Edward Baillieu's vast pre-war property, *Merrylands*. In 1925, Bailleau acquired a three acre site at Point King on which he built a large two-storey sandstone house. Sited on the east boundary of the huge block, the house overlooked a circular driveway and several outbuildings, with a detached boatshed and jetty at the bottom of the cliff. Until Baillieu's death in 1939, *Merrylands* was a noted venue for the social interaction of Melbourne's elite families. It later served as the occasional home of Baillieu's nephew, Lambert Latham, who lived in New South Wales. In the 1960s, the property's frontage to Point Nepean Road was subdivided to create Merrylands Avenue and some smaller residential blocks, with the original house, outbuilding and boatshed retained on the large clifftop site. In the late 1970s, the elderly Latham contemplated further subdivision to make the property more manageable. He proposed to create a small cluster estate by retaining the house, circular drive and outbuildings on a large central lot, with a smaller lot to each side accessed from a common driveway. This scheme did not eventuate and the Lathams offered the entire property for sale.

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Born in Trieste in northern Italy, Erminio "Ermin" Smrekar (1931-2016) studied architecture at the University of Trieste and worked as a draftsman in the engineering section of the American Army, which had been stationed there since 1947. Migrating to Australia with his family in 1956, Smrekar completed architectural studies at RMIT

and, after gaining experience in various small architectural offices, commenced his own practice in 1967. Rapidly establishing himself as a favourite architect of Melbourne's post-war Italian migrant community, Smrekar undertook much work for compatriot clients, including houses in areas such as Bulleen and Templestowe. His non-residential output was varied and included hotels, restaurants, shop fitouts, office buildings and churches. For much of his career, Smrekar worked in a highly idiosyncratic style invariably characterised by the use of sculptural or angular forms, jagged geometry and a bold juxtaposition of materials, embracing eclectic influences as diverse as Japanese Brutalism, Colonial Revival and Post-Modernism. Smrekar's practice thrived into the twenty-first century and was rebadged as *e+ architecture* in 2007. Its founder was still a consultant to the firm at the time of his death in 2016, and the office (now based in Bendigo) remains in operation today.

The sketch plans that Ermin Smrekar prepared for Stephen Nicholas's Portsea house, dated October 1984, proposed a split level dwelling that followed the slope of the site towards the cliff. Palatial in scale, the sprawling plan provided five bedrooms: a master bedroom suite and guest's bedroom at the south side (each with ensuite bathroom), and a cluster of three bedrooms to the opposite north side, with kitchenette, courtyard and rumpus room. Between the two bedroom wings was a group of interconnected living spaces that comprised a lounge area with conversation pit, formal dining and kitchen with separate dinette. On the bay side, these living areas opened onto paved terraces with triangular pergolas. On the street side, there was a grand entry porch with an adjacent triple carport that opened into a separate double garage.

Council records confirm that a building permit for Nicholas's house was issued in August 1985. Construction, undertaken by the local form of J B & B K Clarke, was completed early the following year, with a Certificate of Occupancy issued in May 1986. In August of that year, Smrekar prepared drawings for a spa and sun deck, to be erected some distance from the house at the top of the pathway leading down to the beach. The structure comprised a half-round spa set into a rectangular deck, with a larger trapezoidal sundeck at a lower level. The latter component was subsequently revised to a parallelogram shape, and the work duly completed.



Recent aerial photograph showing the house, looking west (Note spa deck to extreme left side)
Source: www.rtedgar.com.au/property/236420/2-ilyuka-court-portsea/

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
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Sources:

Property Files No 139227 and No 139228, held by Mornington Peninsula Shire.
Ermin Smrekar, interview by Simon Reeves, 25 September 2015.
Built Heritage Pty Ltd, "Ermin Smrekar", *Dictionary of Unsung Architects*, <<www.builtheritage.com.au>>
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Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Occupying a large battleaxe site with clifftop frontage and a nominal street presence, the house at 8 Merrylands Avenue, Portsea, cannot be seen from the street side, but remains publicly visible from the beach side. A flat-roofed split-level house of rendered masonry construction, it is laid out on a stepped U-shaped plan that follows the slope of the block, with splayed corners to the bay frontage. Viewed from that side, the house has a jagged and asymmetrical elevation with angular walls incorporating extensive plate glass windows with broad spandrels that rise to form parapets to the concealed flat roof. The splayed corners of the external walls define a series of angular terraces that are sheltered by triangular pergolas, supported by cylindrical columns. At the time that the property was photographed in 2017, the rendered walls were painted in a pale green/blue tone, and the pergolas and window joinery in a contrasting white.

The spa deck, designed by Smrekar and added soon after the main house was completed, is concealed from public view by dense foliage. However, recent aerial photographs confirm that the structure, located to the immediate north of the house adjacent to the beach access path, still exists. It comprises a parallelogram-shaped timber deck with a half-round spa alongside.

Comparative buildings:

While Ermin Smrekar was a prolific architect with a career spanning five decades, few examples of his work have yet been identified in the Mornington Peninsula Shire. A typescript list of projects included the refurbishment of the Dava Hotel in Mount Martha (c1986) and an undated house at an unspecified address in Sorrento. The only other local example of his residential work conclusively identified to date is a two-storey house at 17 St Johns Wood Road, Blairgowrie, erected circa 2007 by local builder Ron Layton, as his own residence. Designed at a time when Smrekar no longer felt the pull of the Post-Modernist style, this house is more conventional in design, with flat roof, full-height windows, exposed steel structure and a balcony with glass balustrade and louvred pergola. Although admittedly an intact and evocative example of the Late Modern style of the early twenty-first century, it is merely representative of many contemporaneous architect-designed houses in the Portsea and Sorrento area. Its orthodox rectilinear planning contrasts with the stepped massing, sharp angles and triangular pergolas that create a lively dynamism at the earlier Nicholas House.

To find a true comparator, one must look further afield at Smrekar's work beyond the municipality. Many of the themes and motifs displayed by the Nicholas House in Portsea recur in contemporaneous houses that Smrekar designed in Toorak, such as the comparably stepped and angular houses at 9 Barnard Road and 2-4 Macquarie Road (both since demolished) and another still standing at 25 Lansell Road. In terms of its bold coastal siting, the Nicholas House at Portsea can be compared to a beachfront house that Smrekar designed in Moule Avenue, Brighton, and the even more exceptional clifftop dwelling in Punchbowl Lane, San Remo.

Recommendations:

Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Stepped and angular geometry; triangular pergolas

Extent of fabric to be retained:
All of the external fabric of the building, and the detached spa deck

Additions and new buildings:
Any additions should respect the distinctive geometry of the plan

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 238

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	Paton House (former)
Address:	10 MacGregor Avenue, Portsea
Place Type:	House
Designer/architect:	Kevin Borland & Associates
Construction dates:	1971
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
10 MacGregor Avenue, Portsea, is a two-storey timber holiday house with vertical pine cladding and a jagged skillion roofline. It was erected in 1970-71 for Ross Paton (of Paton's Brakes fame), to the design of leading Melbourne modernist architect Kevin Borland.

How is it significant?
10 MacGregor Avenue, Portsea is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
10 MacGregor Avenue, Portsea, is of architectural significance as an unusual example of an architect-designed holiday house of the 1970s. With its unusual plan form based on rotated geometry, its stepped elevations, jagged roofline and sculptural appearance, the house represented architect Kevin Borland's earliest foray into a distinctive style that would characterise his residential projects for the remainder of the 1970s (*Criterion F*). As

such, it must be considered one of Borland's more significant houses, bolstered by the fact that it received an RAIA merit award in 1972, as well as other press and scholarly attention (*Criterion H*).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin

Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The house at 10 MacGregor Avenue, Portsea, was erected in 1970-71 as a holiday dwelling for Ross and Pamela Paton, to a design by architect Kevin Borland. Ross Mackay Paton was a scion of the family that operated Paton's Brake Replacements Pty Ltd, one of Melbourne's most successful automotive businesses. Founded in 1927 by brothers George and John Paton, the firm operated from a garage in Queensberry Street but duly expanded and, in 1947, was acquired by Repco Ltd to become that company's new brake and clutch division. Continuing as a subsidiary of Repco, the division maintained the original Paton name, with the two brothers retained as managing directors. The venture continued to thrive, with new facilities including a factory at Bentleigh East (1953), a service centre at South Melbourne (1959) and others at East Malvern (1963), Carlton (1965) and West Melbourne (1965). The firm did not use the same architect for these new buildings but, rather, commissioned several different ones. When George and John Paton's youngest brother Edward built a holiday house at Anglesea in 1950, he had engaged Robin Boyd. When Edward's son Ross proposed a counterpart dwelling for his own family in Portsea (on land in McGregor Avenue that he acquired in May 1967), Ross turned to architect Kevin Borland, whose had previously designed an exhibition stand for Paton's Brakes at the 1959 Motor Show.

A University of Melbourne graduate, Borland (1927-2000) gained experience in the offices of Best Overend, Harry Seidler and Mockridge Stahle & Mitchell before commencing his own practice in 1952. While he achieved early fame as co-designer (with Peter McIntyre, John & Phyllis Murphy and engineer Bill Irwin) of Melbourne's Olympic Swimming Pool (1953-56), Borland's private practice maintained a high profile into the 1960s and beyond. His output included a string of highly-regarded residential projects (many of which were published), large-scale commissions such as the Harold Holt Swimming Pool (with Daryl Jackson, 1968-69) and the Clyde Cameron College in Albury (1975-77), and ongoing work at the Preshil School in Kew (1962 onwards), which won him several architectural awards. Borland's career not only encapsulated several professional permutations (including partnership with Geoff Trewenack and as co-founder of the AG Architects Group) but also a changing architectural style, from the stark International Style of his early work to a more organic regionalist approach that characterised his output in the 1960s and '70s.

In designing a holiday house for Ross Paton at Portsea, Borland responded to the limitations of both the harsh coastal location (which required careful selection of materials) and the site itself (densely treed, with only a small clearing available for the dwelling). Client and architect agreed that the scheme should provide for privacy, sun penetration and minimal tree loss. Borland proposed a two-storey building on a compact but efficient plan that provided two bedrooms, bathroom and open-planned living/dining/kitchen area at ground level and three more bedrooms at a mezzanine-like upper level. He adopted a limited palette of materials, chosen for their resilience to harsh coastal conditions and to keep ongoing maintenance to a minimum: corrugated cement roof sheeting, treated pine board cladding, and western red cedar windows. This also allowed construction to be completed quickly. The dwelling, supervised by Borland employee Peter Williams and erected by builder Alex Hansa, was finished in just over three months.

Since completion, the house has attracted press attention, professional accolades and scholarly consideration. In December 1971, it was profiled in the *Age* newspaper as RAIA House of the Week and, a year later, appeared

there again after receiving a merit award at the 1972 RAIA Architectural Awards. In 1978, an interior photograph of the house appeared in Babette Hayes' book *Design for Living in Australia* in a chapter devoted to Borland's recent work. The more recent monograph, *Kevin Borland: Architecture from the Heart* (2006) devoted an entire chapter to the Paton House that included reminiscences by project architect Peter Williams.



View of the house from the rear, undated (photograph by Doug Evans)
Source: D Evans, H C Borland and C Hamann, Kevin Borland: Architecture from the Heart (2006)

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:
"Relaxed living", *Age*, 27 December 1971, p 10.
"Paton House", *Age*, 27 November 1972, p 17.
Babette Hayes, *Design for Living in Australia* (1978)
D Evans with H C Borland and C Hamann, *Kevin Borland: Architecture from the Heart* (2006)
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Built on a flat and densely treed site, the former Paton House is a two-storey timber house of unusual sculptural form, irregular in both plan form and elevation. The plan is based on two interlocking squares, modified by a rotated geometry expressed by chamfered corners, angled recesses and a rectangular stairwell bay projecting at 45 degrees. The irregularity of the plan is echoed in the elevations, which have variable wall heights and a jagged roofline of disparate skillion roof planes. Walls are clad with vertical treated pine boards, and the roof in corrugated cement sheeting. Fenestration is similarly varied, with small windows, longer strip windows and other clerestory-like windows with angled heads or sills to follow the irregular roofline. At the northwest corner of the house, full-height windows and glazed doors open onto a paved area.

Comparative buildings:

During the latter phase of his career, Kevin Borland designed a number of holiday dwellings, as far afield as Echuca, Launching Place and Bells Beach. Aside from the Paton House at Portsea, other examples on the Mornington Peninsula include the Marshall House in Somers (1975), the Bram House in Merricks (1976), the Holyoke House in Red Hill (c.1980) and the Firestone House, also in Somers (1989). The two examples dating from the mid-1970s are very similar in expression to the Paton House, with asymmetrical elevations, jagged rooflines, timber cladding and irregular plans based on rotated geometry. As Conrad Haman noted in his article in *Kevin Borland: Architecture from the House*, the Paton House represented Borland's earliest foray into this specific architectural expression (described by Hamann as "the chamfered Melbourne School houses of the early 1970s") that showed the influence of emerging post-modernists Charles Moore, James Stirling and James Gowan. Hamann further drew comparisons to two others houses in what is now the Mornington Peninsula Shire: Robin Boyd's Bardas House at Portsea (1968-69) and Russell French's own house at Rye (1969-70). Neither of these is now of any value as a local comparator, as the Bardas House was an unrealised project, while French's house, located at 2543 Point Nepean Road, has recently been altered beyond recognition.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Irregular planning; treated pine cladding; jagged roofline.

Additions and new buildings:
Additions should be discouraged, in order to retain the sculptural expression of the house as a freestanding object in-the-round

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 256

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXXX
Place Name:	St Thomas Catholic Church
Address:	3715 Point Nepean Road, Portsea
Place Type:	Church
Designer/architect:	Unknown
Construction dates:	1903
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2018

Statement of Significance:

What is significant?
3715 Point Nepean Road, Portsea, known as St Thomas' Church is a simple timber church with a central front narthex and gable roof. It was built in 1903 and was altered in 1911. St Thomas' is the only extant church in Portsea. The building retains most of its original fabric and has a high degree of integrity.

How is it significant?
3715 Point Nepean Road, Portsea, St Thomas' Church is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
3715 Point Nepean Road, Portsea, is historically significant because it was constructed in 1903 and has operated as a parish church for over 100 years. In 1926 it became a part of the new Parish of Sorrento which had been placed under the care of the Oblates of Mary Immaculate of which it remains. It is the oldest extant Catholic Church on the Nepean Peninsula. (Criterion A)

St Thomas' no longer operates as a parish church but is used as a chapel for weddings, baptisms and funerals. It is significant for its long history of service to the Portsea community as place of public worship and a location for commemoration and celebration of significant life events. (Criterion G)

Architecturally it is a rare, intact and unusual example of a very simple, unadorned gabled timber church with narthex, lacking all religious symbolism, in the Mornington Peninsula. (Criterion B)

History:

Portsea
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Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

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A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

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the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

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History of the Place:

Places of worship, like schools, were important focal points for early communities. Many small groups of settlers met in private homes or school buildings or halls, shared between Christian denominations, in order to have somewhere to share their faith. Early congregations sometimes managed to be granted reserves on which to build their churches. Others relied on gifts of land from local parishioners or had to purchase the blocks on which they built them. [Butler &Context, 2012:145]

As the communities and populations of the district have evolved and changed, so have their places of worship. While some early church buildings have closed, been moved, or turned to other purposes, new buildings have been constructed and old ones added to. Some of the new churches represent shifts in the kind of congregations resident in the Shire. [Butler & Context, 2012:145]

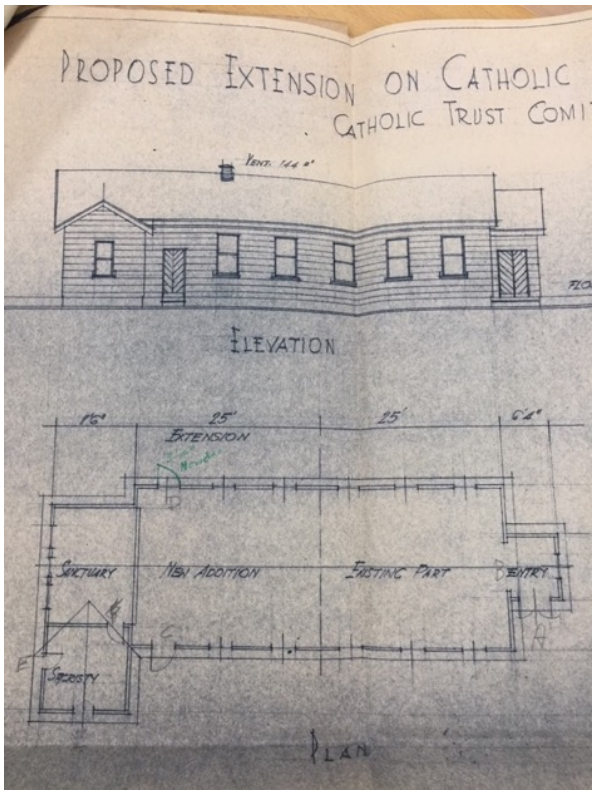
The Catholic Parish of Sorrento had a slow start due to the small permanent resident population. In 1891 the parish of Mornington was created and Sorrento and Portsea included in it. In 1900 the parish priest of Queenscliff would travel across by boat to attend to local residents. The first building was the Sorrento church on Constitution Hill and then thanks to the generosity of Mr John Cain and John Farnsworth, a small church dedicated to St Thomas was erected in Portsea in 1903. In 1907 Father William O'Brien retired and lived during the summer months at the Sorrento Hotel saying mass in the church on Sundays. [History of the Parish of Sorrento, undated, St Mary's Parish Office]

Catholicism in the Nepean Peninsula took off after 1925 when Archbishop Mannix offered the parish to the Oblate fathers. Father Tom Hayes was appointed the first parish priest. The Sisters of Mercy then opened a convent on the corner of Coppin Road and Kerferd Ave and ran St Joseph's school from 1931. In circa 1948, the Dominican Sisters then opened their school for Deaf and Dumb children at Delgany Portsea and in 1953 the Sisters of the Good Shepherd opened a convent at Mandalay on the cliffs of Portsea. It was to this convent with its amazing views of the Bay that Archbishop Mannix retired for six weeks each summer for his annual holiday. [History of the Parish of Sorrento, undated, St Mary's Parish Office]

It is not known if Mannix ever attended St Thomas' Church, Portsea, but he did contribute to its renovation in 1911. "Last Sunday the very Rev. Dean Phelan, VG blessed and opened the additions to the Church of St Thomas, Portsea. The rector, Rev. W.O'Brien, assisted in the function. Amongst the generous donors was his Grace the Archbishop of Melbourne, who sent through Dean Phelan a cheque for 20 pounds." [Advocate, Sat 1 April 1911, p.22]

The church was a very small structure which was extended a number of times. Drawings in the PROV show the extensions of 1911 which doubled the size of the floor area and added a sanctuary and sacristry to the rear. In

1959 the sanctuary was replaced, four new windows were added and improvements made to doors and ventilation. [VPRS 7882/P/001]



St Thomas' Catholic Church, Portsea 1911, PROV VPRS 7882/P/0001



Rear of St Thomas' church with the only decoration in the gothic leaded glass windows behind the altar. Source heritage ALLIANCE 2018

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing cultural life
Theme 10.5: Worshipping

Sources:
History of the Parish of Sorrento, undated, St Mary's Parish Office
The Tribune newspaper
Advocate newspaper
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Public Record Office Victoria, Department of Health files
Institute of Sisters of Mercy of Australia and Papua New Guinea archives
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A very simple and small timber weatherboard church with gable roof. The narthex at the front has a gable roof and timber window at front and an entry door to the side. The timber lined interior has a coved ceiling. On the east and west side of the building are plain glass double-hung windows. In the chancel behind the altar are two arched windows with coloured glass. To the rear is a skillion roofed timber extension which provides rear access.

Comparative buildings:

Church of the Holy Family in Rye constructed in 1930. Similar simple, timber gable roofed building. The narthex is three sided and the double hung window has an arched frame.

Former Red Hill Methodist Church, Jetty Road, Rosebud built 1884 and relocated to Red Hill South in 1932. Church closed in 1962 and was sold to Peninsula Gardens, holiday theme park in Rosebud where it served as a chapel. I have not been able to confirm whether this building is still extant.

It would appear that there were a number of simple timber church buildings in Mornington Peninsula which are now gone. St Thomas' and Church of the Holy Family in Rye appear to be the only ones that are still functioning as churches.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The weatherboard walls, gable roof and narthex and the view to the church from Point Nepean Road.

Extent of fabric to be retained:
All of the building including the narthex at the front but not the additions to the side and rear.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No

Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 257

Heritage Overlay number: **XXXX**

HERMES No:	XXXXX
Place Name:	*Harbour Gate* flats
Address:	3720 Point Nepean Road, Portsea
Place Type:	Flats
Designer/architect:	Bernard Evans & Associates
Construction dates:	1954
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
3720 Point Nepean Road, Portsea, is a single-storey gable-roofed development of eight flats arranged as a row of four L-shaped blocks. They were erected in 1954 by Aychar Pty Ltd, using a propriety system of solid plaster construction developed by that company, and were designed by architect Bernard Evans, who was a director.

How is it significant?
3720 Point Nepean Road, Portsea, is of local architectural and technological significance to the Mornington Peninsula Shire.

Why is it significant?
3720 Point Nepean Road, Portsea, is of architectural significance as an early example of purpose-built holiday flats in this part of the municipality. Although these were common in Rosebud, Dromana and elsewhere in the 1950s and '60s, the *Harbour Gate* flats represent one of the first such developments in the Portsea and Sorrento

area. As such, they anticipated the boom of multi-dwelling development that would become increasingly prevalent in the area from the later 1960s onwards. (*Criterion A*)

3720 Point Nepean Road, Portsea, is of technological significance as an example of experimental construction developed by Aychar Pty Ltd, a company formed in 1948 by leading architect Bernard Evans and master builders John Seccull and Lewis Burne (*Criterion H*). Conceived at a time when innovative forms of prefabrication were being considered as a solution to the post-war housing crisis, the Aychar system consisted of modular room units cast in reinforced plaster with curved ceilings and window and door openings incorporated (*Criterion F*). Although the project received substantial financial backing from the government, leading to the establishment of a factory in Moorabbin and the erection of at least two display prototypes (both since demolished), the scheme was abandoned in 1955. The block of flats at Portsea thus remains as rare evidence of this ambitious, innovative, unusual but ultimately failed attempt to provide a mass housing solution in the austere post-war climate (*Criterion B*)

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some

important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The block of flats at 3720 Point Nepean Road, Portsea, was built in 1954 by Aychar Pty Ltd, a company that had developed a proprietary system of solid plaster construction, to a design by leading Melbourne architect Bernard Evans, who was a director of the company. The son of a builder, Evans (1905-1981) was born in Manchester and migrated to Australia with his family at a young age. Working for his father and later as a designer and builder for a timber merchant, Evans established his own building firm in 1928 and built speculative housing in the bayside suburbs. After a stint in Perth, he returned to Melbourne and designed a series of blocks of flats in fashionable styles such as Tudor Revival and Moderne. Although registered as an architect in 1940, Evans's professional career was interrupted by wartime service, and it was not until 1948 that he established private practice in Melbourne as Bernard Evans & Associates. The office duly expanded to become one of the biggest in Victoria, specialising in large-scale commercial work, apartments and development projects.

One of Bernard Evans's early professional ventures as an architect, Aychar Pty Ltd was co-founded in August 1948 with John Seccull and Lewis Burne, two leading master builders, to develop a new type of prefabricated house based on solid plaster construction. After four years of experimentation, the company came up with a system that used two-inch thick cavity walls of reinforced gypsum plaster to form pre-moulded modular room units that incorporated door and windows openings and a curved ceiling. In 1951, the scheme caught the attention of former Minister for Housing, William Barry, who advocated it as a potential solution to Victoria's post-war housing crisis. Barry facilitated a government loan of £60,000 that allowed Aychar Pty Ltd to erect a factory at Warrigal Road, Moorabbin and begin manufacturing components for what became known as the "Barry House". The system was simple but ingenious. The pre-moulded room units, available in two standard sizes, could be linked in various permutations to create houses or any other buildings. Moulded in the factory, units were designed to be trucked to a building site and lowered into place by crane onto pre-laid foundations. Although structural, the reinforced plaster was not weatherproof, and buildings still needed to be finished with conventional external cladding to the walls (e.g. weatherboard, cement sheeting or even brick veneer) and roof.

To demonstrate the Barry House system, a prototype block of four self-contained flats was erected in St Kilda (in only six weeks) and opened for public inspection on 17 July 1954. Barely a month later, Aychar Pty Ltd placed a newspaper advert calling tenders for "footings and roof for eight flats at Portsea". Located on the bay side of the Point Nepean Road near the Portsea Hotel, this development was undertaken under the auspices of a separate

company, Harbour Gate Pty Ltd, formed by Evans and his cohorts. Construction was completed in only twelve weeks. In December 1954, the project was profiled in the *Herald* newspaper as "a new development along gay Californian lines". Conceived as a row of four L-shaped blocks, the flats were finished with terracotta-tiled gabled roofs and external cladding of cement sheeting, painted with a lively colour scheme of "terracotta, mountain blue, dull green and grey with white trim". Each of the eight flats comprised "lounge, dining room, buffet-type kitchen, two bedrooms, hall and tiled bathroom", with a front carport and a back door for direct beach access. Promoted as the *Harbor Gate* flats, the "eight delightful villa flats" were opened for public inspection during December, and were available for purchase (on the then innovative own-your-basis) for £3,500 each. Early the following year, the project received a brief but positive mention in the esteemed architectural newsletter, *Cross Section*.

While the *Harbor Gate* flats were a modest success as a private residential development, they do not seem to have triggered the anticipated public demand for buildings on the Barry House system. During 1955, Aychar Pty Ltd continued to run newspaper advertisements ("build your own home or investment property in eight weeks, to your own design with Aychar pre-cast room units"), inviting prospective purchasers to visit the display house at the factory site in Warrigal Road. By the end of that year, however, the company appears to have abandoned the scheme and reverted to the manufacture of generic plaster products. Although Evans resigned as director in early 1956, he retained associations with the company and, three years later, designed a motel at St Kilda for which Aychar Pty Ltd was credited as the client (but not as the builder). Evans resumed his position as director in 1968, around the same time that the Moorabbin factory was taken over by Victorian Pyrok Pty Ltd

Rate records reveal that the block of flats that Aychar Pty Ltd built at Portsea remained in the ownership of its original development company, Harbour Gate Pty Ltd, until the company was de-registered in 1976.



Perspective drawing of Bernard Evans's original scheme for the Harbour Gate flats at Portsea
Source: Herald, 27 December 1954, p 3.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

"Pre-fab plaster units for quick housing", *Herald*, 17 July 1954, p 7.
"Own your own flat at Portsea: Harbour Gate", *Age*, 11 December 1954, p 2.
"Gay American-type flats at Portsea", *Herald*, 27 December 1954, p 3.
Cross Section No 28 (February 1955)
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*

Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

Harbour Gate is a single-storey complex of eight flats laid out as an elongated and stepped row of four L-shaped blocks, each containing two flats. They were built on a proprietary system of solid plaster room units developed by Aychar Pty Ltd (in this case, supported on timber sub-floor framing) although this, characteristically, is not evident from the exterior. The plaster walls are concealed by conventional strapped cement sheeting and the plaster ceilings by a steep pitched roof with terracotta tiling, narrow eaves and vertical timber boarding to some of the gable ends. Windows, mostly grouped in pairs, contain wide timber-framed awning sashes. In most cases, the entrance to each pair of flats is set into a recessed porch at the internal junction; others appear to be accessed via the carports that are integrated into the complex.

The lively external colour scheme described in contemporary accounts is no longer evident. Photographs from online real estate listings for two flats sold in 2010 show that the walls were then painted in a blue-green colour. By the time the flats were photographed for this study in 2017, they had been repainted in a pale neutral tone.

Comparative buildings:

The *Harbour Gate* flats have few comparators as an early post-war block of flats in the study area, and fewer still as a manifestation of an unconventional and experimental proprietary construction system. Other examples of multi-dwelling developments in the Portsea and Sorrento area tend to be both later in date and smaller in scale, typified by semi-detached pairs of holiday houses at 3482 Point Nepean Road, Sorrento (Chancellor & Patrick, 1969) and 17-19 Delgany Avenue, Portsea (Ian Pockriss, c1988). The Farfor Flats at 3804 Point Nepean Road, Portsea (Romberg & Boyd, 1968) probably represent most pertinent local comparator, as they were developed on a similarly long site with bay frontage, and were laid out as two semi-detached pairs of tightly-planned units. Otherwise, larger developments of holiday flats in Portsea represent a far more recent phenomenon, typified by the thirty-unit multi-storeyed *Portsea Village Resort* at 3765 Point Nepean Road (1988).

As an example of the proprietary solid plaster construction system developed by Aychar Pty Ltd in the early 1950s, the *Harbour Gate* flats are very likely to be unique in the Mornington Peninsula Shire and rare in a wider metropolitan or even statewide context. The company's original prototype, a single-storey block for four flats erected in 1954 in Newton Court, St Kilda, is no longer standing. Similarly, no trace remains of the display house that stood at the company's former factory premises at what is now 409 Warrigal Road, Moorabbin. Considered more broadly as a manifestation of a prototypical or experimental construction system, no comparator has yet been identified in Sorrento, Portsea or Blairgowrie as part of the current project.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
Solid plaster construction; distinctive stepped layout

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions should be permitted that are visible from the street, original colour scheme should be reinstated

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 260A

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Place Name:	Portsea shopfronts
Address:	3752 Point Nepean Road, Portsea
Place Type:	Two shopfronts
Designer/architect:	Unknown
Construction dates:	Circa 1933
Architectural style:	Inter-War
Level of significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3752 Point Nepean Road, Portsea are two Inter-War shopfronts under a single verandah and parapet, built circa 1933. They were built for the locally significant Wilson family of butchers.

Both shopfronts retain some of their original fabric, including the entrance door to the side, metal framed windows, and tiled ingo with pressed metal ceiling. The post verandah at the front is not original, and the parapet has also been remodelled.

The shop contributes to the streetscape of Portsea and is a rare commercial building in Portsea.

How is it significant?
3752 Point Nepean Road, Portsea is of local historical significance to the Mornington Peninsula Shire.

Why is it significant?
3752 Point Nepean Road, Portsea is historically significant as one of only three Inter-War shopfronts in Portsea, which has always had a limited range of commercial premises. The property was constructed circa 1933 by the

well-known Wilson family of butchers, and is a fair example of an Inter-War shopfront retaining some of its original features. The original metal framed shop windows are rare in the Mornington Peninsula. (Criterion A & B)

The two shopfronts retain some of the original features of an Inter-War shopfront, including metal framed windows, a tiled ingo with pressed metal ceiling. The building has an altered brick parapet and a post verandah which is not original. It is a rare example of an Inter-War shopfront in Portsea and a fair example of an Inter-War shopfront in the Mornington Peninsula. (Criterion D)

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

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The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of

the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

The Thematic History theme of Establishing Commercial and Retail Centres discusses the older limestone shop on Point Nepean Road, but not the twentieth century development of stores in Portsea. The Thematic History goes into quite a lot of detail about the development of Sorrento and about a number of Interwar shops in Dromana, West Rosebud, and Mt Eliza. Mornington's retail areas boomed during the Interwar period and over 20 Interwar shops survive on Albert and Blake Streets, Mornington. Not many other Interwar shops survive on the Peninsula. [Butler & Context, 2012:95-6]

It has been difficult to find much information on these two shops. A perusal of title certificates found that in 1933, the double shopfront was on one title and was owned by Henry William Jnr and Samuel James Wilson, of Sorrento. The enterprising Wilson family owned butcher's shops all over the Peninsula. In 1960 the property was owned by Godfrey Burdett Coutts Wilson butcher. [Certificate of Title; Vol. 5864 Fol. 664]

Henry William Wilson (1820-1894) arrived in the Peninsula in 1860 and set up a butchering business in Dromana. Under his son, Godfrey Burdett Wilson, he established cutting carts which carried meat around the Peninsula. In 1903 Godfrey built a butcher's shop in Ocean Beach Road and it was operated by his son, Henry William Wilson, who also built shops throughout the peninsula. The Wilsons had 6 sons and their business interests expanded. One member of each of 3 generations served on the Flinders Shire Council as Councillors. [Nepean Historical Society file - Wilson family]

A National Trust report, by Celestina Sagazio, states that Henry William Wilson built shops at Portsea in 1934. He owned and leased the Monte Vista Guest House and was a Councillor for 25 years on Flinders Shire. He actively and sometimes financially supported many improvements in the Sorrento-Portsea area. When he retired his butchering interests were taken over by his six sons and they operated butcher's shops at Portsea, Sorrento and other parts of the peninsula. Between 1973 and 1975 they sold all their interests. [National Trust File, 3421 Point Nepean Road, Sorrento, 7 March 1989]

It would appear then that these two co-joined shopfronts were built by the Wilson family as a butcher's shop in 1933-4.



The Main Street, Portsea, Vic, Rose Stereograph Co, 1914, before the shops were built. Source, State Library of Victoria.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.3: Establishing commercial and retail centres

Sources:

National Trust Files
Nepean Historical Society files
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

3752 Point Nepean Road, Portsea is an intact, single storey masonry building, with two shopfronts under a single post verandah. The shopfronts have an Inter-War style enhanced by the ingo doorways, tiling and pressed meatal, original metal framed windows and one original door. The stall below the window may once have been tiled but is now painted render.

The building appears to be in fair condition and is located in its original position, in its original streetscape setting next to the Portsea Hotel. The post verandah is not original and the original was probably a cantilever like the verandah at 3770. The masonry parapet has also been altered and now no longer reads as an Inter-War feature; it should be altered at some time in the future should a photo of its earlier form be located.

Comparative buildings:

3421 Point Nepean Road, Sorrento (1876) was the Wilson's second butcher's shop after they had set up a butchering business in Dromana. The small timber shop on the street at the S-bend in Sorrento is unique in the Shire.

Wilsons butcher shop 35-37 Ocean Beach Road Sorrento (1905). This was the second butcher's shop the Wilsons constructed in Sorrento, on Ocean Beach Road, once it became the centre of retail activities in Sorrento. The original shopfront has been removed but the limestone building has survived.

Other Inter-War shopfronts:

St Pauls Road General Store, 69 St Pauls Road, Sorrento (circa 1950s) was constructed as a small local general store that serviced a residential area. In the front window of the shopfront there is a remnant butchers hanging rail. The shop has retained the cantilever verandah and other features of a small store.

Darks former grocery store, 35 Bowen Road (1929) is a concrete block building on a corner in the residential area of Sorrento. It has a small masonry parapet and verandah over the corner entrance.

Shops, 43-51 Ocean Beach Road, Sorrento (circa 1940s). This large building has shops below a single verandah and accommodation above. None of the original shopfronts have survived.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The metal framed shopfront windows, tiled entrance and ingo ceiling.

Extent of fabric to be retained:
The metal framed shopfront windows, tiled entrance and ceiling.

Possible alterations:
That the verandah is replaced with one in a more appropriate style (possibly a cantilever); that the Heritage Advisor assist the owners with an appropriate colour scheme and when undertaking renovations; the parapet should be returned to a style more in keeping with the Interwar period.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 262

Heritage Overlay number: **HO203**

HERMES number:	XXXXX
Place Name:	Portsea pier general store/cafe and dive shop
Address:	3770-3772 Point Nepean Road, Portsea
Place Type:	Shops
Designer/architect:	Unknown
Construction dates:	Circa 1890-1930
Architectural style:	Late Victorian and Inter-War
Level of Significance:	LOCAL
Recommendation:	Amend schedule for HO203

Photo:





Photos: heritage ALLIANCE 2017

Statement of Significance:

What is significant?

3770- 3772 Point Nepean Road, Portsea is an Inter-War shopfront dating to circa 1920-1930 and a Late Victorian limestone shopfront dating to circa 1890, which is the only commercial building remaining in Portsea from the C19th. Both shopfronts retain much of their original fabric. The limestone building has four original openings with arches, brick chimneys and a rendered parapet. The corner masonry shop has a central entrance door and metal framed shop windows. The cantilevered verandah at the front is probably original as is the stepped parapet above.

The setting on the corner of the public space leading to Portsea pier and the streetscape contributes to the significance of the place.

How is it significant?
3770-3772 Point Nepean Road, Portsea is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
3770-3772 Point Nepean Road, Portsea is historically significant as one of only three Inter-War shopfronts in Portsea, and the only remaining Late Victorian commercial building in Portsea, which has always had a limited range of commercial premises. The Inter-War shop was constructed circa 1920-1930 and is a good example of an Inter-War shopfront retaining most of its original features. The limestone shop was constructed circa 1890 and is a rare, last remaining 19th century commercial building in Portsea. (Criterion A & B)

The shops retain a number of the original features of Inter-War and Late Victorian shopfronts, including metal framed windows, a tiled, offset ingo door with transom above, and the limestone building has four original entrances with arches. The Inter-War building has a brick stepped parapet and a cantilever verandah and the limestone building has a rendered parapet. The windows and doors on the western facade of the Inter-War building are recent additions but do not detract from the significance of the place. (Criterion E)

The shops are good examples of an Inter-War shopfront and a Late Victorian shopfront in Mornington Peninsula. (Criterion D).

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the

Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in ‘place’; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

Flinders Heritage Study states that the land on which the shops were built was part of a subdivision alienated by John Watson in 1873. The original limestone building was constructed in c.1890 and was owned by Charles Harding, a local carpenter. It is likely that he was the builder. From 1911-12 Mrs Catherine Harding, storekeeper, appears as the owner in the Shire rate books until 1917-18 when Charles Harding is again listed. In 1928-29 the shop is sold to Jessie Kirchhubel who retains ownership until 1964-65. There have been a number of owners since then.

The Harding family owned a number of Portsea properties. It is likely that Charles Harding lived at Craigy Bryn, 20 Back Beach Road around the turn of the century. Mrs Catherine Harding owned the house at 36 Delgany Avenue during the 1920s. Josie Harding, then Miss Flora Harding were the owners of Quayside, 2 Docrell Lane from the 1920s to the late 1950s. During this time, it operated as a boarding house. During the shop's ownership by Jessie Kirchhubel it is listed as being occupied by W. Stringer from 1931-42. It is said to have been used as a butcher's shop. The entry for 20 Back Beach Road, states that the Harding family owned an allotment from 1890

but it is not clear whether this was the shop or 20 Back Beach Road, which is also constructed partially of limestone. [Context 1992, 1997]

In a brief survey of the Shire of Flinders rates books to work out who owned the shops in what was formerly Portsea Road, there are a number of names of local families that are repeated during the 20th century. In 1913, William H. Goss is named as a storekeeper with land and a shop in Portsea Road, and Lot 18 in London Bridge Road, later called Back Beach Road. We know that the small store on the corner was occupied by him as his name is visible on the store parapet in a 1914 photo from the State Library of Victoria, copied below.

In the 1913 rate book Catherine Harding is also named as a storekeeper with land and shops in Portsea Road and Lot 14 on London Bridge Road, occupied by a W. Newton. In 1923-4, Charles Harding can be found as the owner of land and a shop in Portsea Road and Catherine Harding the owner of Lot D part of C/A 29. [Flinders Rate Books VPRS 14371]

Catherine Harding died 13 November 1928, and her inventory of assets lists crown allotments 145A Parish of Nepean, upon which is erected a shop and dwelling of four rooms worth 1000 pounds. Rent is paid by W.S Stringer, Sorrento. The executrix of her will is daughter Jessie Harding (Kirchubel). Her will states "My cottage and shop on Main Road Portsea upon trust for my daughters Jessie and Flora in equal share and my cottage on Back Beach Road and furniture to my husband." It is not known if the cottage mentioned is behind the shop or is part of the shop mentioned. It is likely that there was a cottage located behind the shop as the original allotment extended almost to the beach, where now there is a development of private apartments. [VPRS 28/P3 unit 1942, item 225/872]

Certificate of title for the combined property of the limestone building and the corner masonry cafe was issued in 1980, Vol 9381 Fol 227 with seven tenants in common. The common title may be one reason why the properties were listed with a single HO over both properties in the 1990s. Prior to this they were separate titles.

From this information it seems that the limestone shop was probably first developed by the Harding family and then occupied by them for over 75 years. The adjacent shop was possibly in situ prior to 1913 and built by the Goss family. It was then altered and possibly rebuilt in brick in the Interwar period.

A note from Council's Heritage Advisor in the building files from 1995 indicates that a second limestone shop exists at the rear of the cafe, reputed to be a baker's shop and a post office. The file note states that it retained a limestone wall but has a new facade built circa 1930s after a light plane ran into it. [Building files for 3766-3774 Point Nepean Road, Portsea] This cannot now be located and it is unknown what happened to it

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 11: Becoming Melbourne's playground
Theme 11.1: Establishing beach stores and tearooms



Photo: The Main Street, Portsea, Vic, Rose Stereograph Co, 1914. State Library of Victoria. The sign above the shop reads "W.H Goss Cash Store."

Sources:

Shire of Flinders rate books
Wills and probate records
Land Title certificates
State Library of Victoria photographic collections
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd(editors), 2012, *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

3770 Point Nepean Road, Portsea is an intact single storey double fronted, Late Victorian limestone shop. It is constructed from brick at the rear and limestone at the front and has a pair of hipped roofs with brick chimneys behind a rendered parapet. The front facade to the street is asymmetrical with a large window at the eastern end and a smaller window at the western end and two doors between. It was probably originally made up of two shops. Each opening is arched with a keystone and appears to be original, although the windows themselves probably are not. Some of the limestone has been replaced by a darker stone on the steps and in the stall area under the large window.

3772 Point Nepean Road, Portsea is an intact, single storey masonry, Inter-War shop, with an iron roof, stepped brick parapet and cantilevered front verandah. The shop has an Inter-War style enhanced by the offset ingo doorway with a timber arch moulding over the door. The transom window above the shopfront has been painted, but was probably once glass. The original metal framed window has been painted, but appears largely intact. The stall below the window may once have been tiled but is now painted render. The shop has had windows and doors added to the western facade facing the park and there is now a covered area for outdoor seating. This was added sometime after 1992.

The shops appear to be in good condition and are located in their original position, in their original streetscape setting next to the public park and pier.

Comparative buildings:

Limestone shopfronts:

54-56 Ocean Beach Road, Sorrento - a small limestone shop in Ocean Beach Road built circa 1890s, is of a comparable scale but is more altered.

2-8 Ocean Beach Road, Sorrento - a large two storey double shopfront built in limestone, circa 1880s.

Inter-War shopfronts:

39-47 Ocean Beach Road, Sorrento were built in the 1930s but there is not a lot of original shopfront fabric remaining and the cantilever verandah has been replaced with an inappropriate post verandah.

6-8 Ocean Beach Road, Sorrento has an intact Interwar glass shopfront and an ingo from circa 1925.

69 St Paul's Road, Sorrento is an Inter-War shopfront and general store with a cantilever verandah and shopfront directly on the street. It has a similar masonry parapet to the Portsea Cafe.

35 Bowen Road, Sorrento the former Darks Store is a small masonry general store in a residential corner in Sorrento. Made of concrete block with a corner opening and verandah.

There are limited examples of Inter-War shopfronts remaining in Sorrento and Portsea.

Recommendations:
Recommended for amendment to the schedule to the Heritage Overlay.

Significant elements or design features:
The metal framed shopfront windows and door, tiled entrance, stepped parapet and cantilever verandah. The limestone walls, original arched openings, parapet and chimneys.

Extent of fabric to be retained:
The metal framed shopfront windows and door, tiled entrance, stepped parapet and cantilever verandah. The limestone walls and four openings.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 263B

Heritage Overlay number: **HO47**

HERMES No:	XXXXX
Place Name:	Farfor Flats
Other Names:	Farfor Holiday Houses / Imogen Flats
Address:	3804 Point Nepean Road, Portsea
Place Type:	Flats
Designer/architect:	Robin Boyd
Construction date:	1968
Architectural style:	Post War Modernist
Level of Significance:	LOCAL
Recommendation:	Amend existing HO schedule

Photo:



Photo by Mornington Peninsula Shire, 2018

Statement of Significance:

What is significant?
3804 Point Nepean Road, Portsea, known as Farfor Flats are four semi-detached, L-shaped residential units designed by noted Australian modernist architect, Robin Boyd in 1968.
How is it significant?
3804 Point Nepean Road, Portsea, is of local architectural significance to the Mornington Peninsula Shire. It is a development designed by one of the leading architects of the modernist period in Australia, Robin Boyd.

Why is it significant?
3804 Point Nepean Road, Portsea, are of architectural significance as an early example of medium density holiday accommodation that became popular in the 1970s (Criterion A). The complex finely balances private and

public space, a sense of community and privacy rarely seen in multi-unit developments (*Criterion E*). Each flat has an unusual verandah profile with roof tilted up by a series of dramatic, cantilevering timber props which eliminate the need for verandah posts (*Criterion F*). The flats were a part of a thematic group of Boyd's residential designs that use visible timber construction elements. Characteristic of Boyd's architecture, the timber structural frame of the house is exposed and the joints boldly and truthfully expressed, reflecting the architect's love of traditional Japanese timber architecture (*Criterion H*). [Philip Goad's submission to Heritage Council, December 2004]

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

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A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of

the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

Farfor Flats were designed in 1967 by the eminent Australian architect Robin Boyd when he was a partner in the firm Romberg and Boyd (Boyd was previously in partnership with Roy Grounds and Frederick Romberg in the important architectural firm of the 1950s, Grounds Romberg and Boyd). It was designed for Mrs. Imogen Farfor, a well-known Portsea resident at the time, hence the occasional reference to the development *as Imogen Farfor Flats.*

Mrs. Imogen Wathen Farfor (nee Allen) was born in 1909 and married stockbroker Cyril James Willoughby Farfor in 1927. They lived in Cole Street, Elsternick for many years. After Cyril's death in 1965, the widowed Imogen lived in South Yarra, then commissioned the flats at Portsea. Mrs. Farfor died in 2003, aged 93 years, while still living in the Portsea flat, which was offered for sale by the family in November that year.

The flats were designed as four separate holiday houses, and the remainder of the site, including the garden and the driveway, was designated on the original strata title as common property. This arrangement was facilitated by the introduction in 1967 of the Strata Titles Act, which introduced the concepts of body corporate, common property, lot entitlement, lot liability and special provisions for support, transmission of services and the like.

Boyd's own description of the complex, as included in his 1970 publication was as follows: *This group of holiday houses at Portsea, Victoria, was built in 1968 on a long, comparatively narrow site running between the highway and a cliff above the bay beach. The four units are identical, but each has its own private, and in some way different, outlook from the long window-wall of its main rooms. Each of these window-walls opens to a terrace, over which the roof tilts up abruptly to give cover from the rain while allowing a deeper penetration of sun. Instead of a passage, a semi-outdoor garden space, roofed but only screened on one side, serves as a general hall. [Robin Boyd and Mark Strizic, Living in Australia, 1970, p.60]*

The original design has been altered several times in the 1970s and 1980s, with the early alterations designed by the original architectural company Romberg and Boyd. The alterations show the general requirement for enclosing of the pebbled "breezeways' (pebble floors, bare roof decks and fly screens to courtyard and carport) and sooner or later all units had windows, floors and ceilings added to parts of the corridor.



The original layout of the pebble garden-come-passageway, thought to be a photograph of Unit 1
Source: State Library Victoria digital online database

The project was designed as an investment property with one of the units being the owner's residence, however, three out of four apartments were sold before Mrs. Farfor passed away a few years ago, some to members of Mrs. Farfor's family. Two new owners recently appointed conservation architects of the firm Lovell Chen to extend the living area by adding the upper storey, and the project was awarded *AIA (Victoria) Architecture Award 2010: Residential Architecture: alterations and additions*

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 11: Becoming Melbourne's Playground
Theme 11.2: Going on holiday
Theme 11.2.1: Holiday flats

Sources:
Phillip Goad's submission to Heritage Council, 19 February 1990
Executive Director of the Heritage Council's submission / support of decision about the cultural heritage significance of the Farfor Flats
Robin Boyd and Mark Strizic, Living in Australia, 1970

Description:

The Farfor holiday complex consists of four units, all of which have originally been built as single storey, L-shaped courtyard houses. Two units are joined by a common wall sit at the front of the site (units 3 and 4), and another two (units 1 and 2) are at the rear, overlooking the bay. Between each set is a driveway and garden. The landscaping is free and open, giving the feel of a village -like community.

Each unit has its own courtyard and an unusual verandah profile with roof tilted up by a series of cantilevering timber props., the heavy framing being typical to Boyd's later timber works.

Boyd had originally completed a scheme for the design of second storeys which did not proceed at the time. Lovell Chen's design was careful to ensure consistency with Boyd's original intent and respect for the architectural significance of the buildings.

The upper floor additions to Units 1 and 2 (rear units with the bay view) have preserved distinctive architectural features designed by Boyd. The north setback and the choice of timber slat cladding make the additions blend in well with the original features. This renovation also returned the ground floor layout of Unit 1 to the original form, by removing the rumpus room and reinstating a carport.
Unit 3 photographed in 2018

The original design included pebble breezeways on three of the flats, which have all been enclosed as they proved unpractical to use. The dwellings are now conceptualised not as courtyard houses, as originally intended, but as regular dwellings within the original courtyard walls.

The intended impression of a four-dwelling community has been eroded by the physical separation of Unit 4 with a tall fence and a separate gate, as well as the thick vegetation that shields Unit 3 from the view. The external finish of units 3 and 4 is now different. The tilted roof of Unit 4 is still present but was not possible to ascertain to what extent its timber features had been preserved.



Unit 2, photographed circa 1988
Source: Shire of Flinders property files



Unit 2, photographed in 2018, during post 2010 works





Comparative Places

Comparative Robin Boyd's buildings outside the municipality:

The Baker House in Bacchus Marsh is just a few years older than the Farfor Flats and displays the characteristically courtyard design, similar to Farfor.

The Clemson House in Kew (1957-59) has the bold V channel rood and is a fine example of timber construction used for architectural expression.

The Lyons House in Dolans Bay (1966-67) and the Kaye House if Frankston (1966) use timber props to lift the house up on a steeply sloping site, with the first floor deck and living areas cantilevered from the ground floor brick base.

Comparative Robin Boyd's buildings within the municipality:

None of Boyd's works on the Peninsula exhibits strong similarities to Farfor Flats but some of the earlier work concepts used here are Boyd's classic themes used throughout all his designer phases such as at:

Shelmerdine House, 12 Bass Vista Boulevard, Cape Schanck (1966; relocated from Portsea in 1992) has vertical timber cladding; the original, informal courtyard setting was similar to Farfor Flats.

Tal Tal, 51 Rosserdale Crescent, Mount Eliza is an example of much earlier Boyd's work (built in 1950-52) but also features vertical boarding and a skillion roof sloping up to the west.

Spencer House, 5 Rendlesham Avenue, Mount Eliza (1955) [aka Peninsula House, Contemporary Homes P/L] has simple repetitive fenestration and vertical timber cladding to allow for seamless connections.

Gyngell House, 92 Bradford Road, Mount Martha (1949-50) was characterised by Philip Goad as a "bush house", with exposed rafters and "outdoor rooms", in the form of a recessed corner front porch, a cantilevered "kitchen

terrace" and, most notably, a large area designated on the original plans as "outdoor living". The original breezeways of Farfor Flats are also a hybrid indoor/outdoor area, based on the same concept.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
All original Robin Boyd designed features

Extent of fabric to be retained:
All of the original external fabric of the building

Additions and new buildings:
Sympathetic additions can be supported.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No (this requires a change in the HO47 Schedule)
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 264

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	Watkins House (former)
Other Names:	*Rovina*
Address:	3808 Point Nepean Road, Portsea
Place Type:	House
Designer/architect:	Geoffrey Sommers
Construction dates:	1961-63
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017 (partial view of the rear of the property, as seen from below from the beach side)

Statement of Significance:

What is significant?
3808 Point Nepean Road, Portsea, is a single-storey brick and masonry house on a rectilinear courtyard plan. It was erected in 1961-63 for wealthy Toorak businessman Donald “Larry" Watkins to a design by eminent society architect Geoffrey Sommers. Conceived on a grand scale and evocative of a Roman villa, this luxurious house incorporated a large amount of architectural salvage from Sommers’ collection that included Doric columns, marble fireplaces and bluestone from demolished city and suburban buildings.

How is it significant?
3808 Point Nepean Road, Portsea, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
3808 Point Nepean Road, Portsea, is of architectural significance as an unusual and unusually late example of the classically-inspired grand residences traditionally desired by Melbourne's elite families. While such dwellings proliferated in Toorak and environs prior to WW2, this Portsea example stands out as a rare manifestation from the 1960s (*Criterion B*). It is unusual for its planning, with rooms opening onto an enclosed courtyard evocative of a Roman villa, and for the sumptuousness of its interior fitout that included marble flooring, sunken bathtubs and a state-of-the-art kitchen with dishwasher, garbage disposal and other facilities that, although common in better American homes, were rarely seen in Australia in the early 1960s (*Criterion F*). Conceived on a lavish scale for lavish entertaining, *Rovina* is likely to be the grandest and most luxurious private residence ever to be built in Portsea in the 1960s, anticipating the boom of similarly large and palatial houses that take place during the 1980s, '90s and beyond (*Criterion A*).

3808 Point Nepean Road, Portsea, is of architectural significance as an early example of the fad for re-using second-hand building materials in new dwellings, which was popular in Victoria from the late 1960s (*Criterion A*). With its recycled Hawthorn bricks, Welsh slates, bluestone blocks and flagstone floors, the house anticipates the mature work of Alistair Knox, whose 1970s houses were typically characterised by similar use of salvaged materials. In addition to generic building materials, *Rovina* notably incorporated more distinctive items of architectural salvage rescued from historic pre-war buildings demolished in central and suburban Melbourne, including Doric columns, balustrades, marble fireplaces and panelled timber doors (*Criterion C*). Much of this material came from the private collection of architect Geoffrey Sommers, whose own house in Portsea (of similar date) also made use of such items.

History:

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

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History of the Place:

The house at 3808 Point Nepean Road, Portsea, was erected in 1961-63 for Donald "Larry" Watkins, to a design by architect Geoffrey Sommers. Donald Walter Watkins (1917-2011) was a great-grandson of Frederick Watson, founder of one of Melbourne's most successful butchery businesses. A family concern, it thrived into the twentieth century under the management of Watkins's sons and grandsons. Larry Watkins, who became a director of the firm (by then known as F Watkins Pty Ltd), married Margaret Lilian "Peggy" Johnson in 1938 and the couple resided in Brighton. In the 1950s, the couple moved to Toorak and, in 1960, took up residence in new block of luxury flats in Albany Road designed by architect Guilford Bell. That same year, they acquired land on the Point Nepean Road at Portsea. Rate books confirm that the clifftop site, forming part of what was then known as the Wallace-Smith Estate, was purchased by Larry and Peggy Watkins on 18 December 1960 for the princely sum of £16,000. To design their new house, the couple engaged leading architect Geoffrey Sommers

Born in Geelong, Geoffrey Newton Sommers (1904-1984) studied at the University of Melbourne and, after completing his Diploma of Architectural Design in 1929, commenced private practice the following year. Although he lived for a time in Woodend, Sommers maintained his professional address in Toorak and went on to design houses in that area for some of Melbourne's wealthiest and most well-connected families. By the end of decade, he had secured his reputation as a sought-after society architect. This continued in the post-WW2 era, when Sommers re-established private practice with a city office in Collins Street. While his pre-war output was characterised by grand dwellings in fashionable historicist styles such as Tudor or Georgian Revival, he embraced the modernist idiom from the early 1950s. This was typified by a minimalist re-interpretation of a terrace house that Sommers designed at 31 Darling Street, South Yarra, in 1953. Seven years later, it became the home of grazier Anthony Osborne and his new wife Susan – who happened to be the daughter of Larry and Peggy Watkins.

The development of the house that Sommers designed for the Watkins family at Portsea is well documented by a large collection of drawings and other material now held by the State Library of Victoria. The architect's earliest surviving sketch plan, dated 27 April 1961, proposed a sprawling split-level brick house laid out around an enclosed courtyard with a Roman-style colonnade along two sides and a rectangular swimming pool in the centre. A grand residence evidently conceived for year-round occupation rather than as a mere weekender, it provided four bedrooms, two huge living areas, large kitchen and triple garage. The luxuriously-appointed kitchen was to include a dishwater, indoor barbecue and a wine room, while the formal living room was a vast marble-floored space with wet bar and powder room. An alternative scheme for the formal living room was grander still, proposing a huge fireplace at each end, and an indoor stream that bisected the room, connecting an outdoor pond with a cascade to the central swimming pool. This, however, was not pursued.

Working drawings, prepared between June and November 1961, show that the overall planning had changed little from the initial sketch design. The formal living room, now indicated with a carpeted floor and stone paving to the perimeter, included one fireplace to the south wall, and a freestanding bronze-screened "buffet bar" at the west end, with a bay of full-height bronzes-framed sliding plate glass doors opening out to the clifftop terrace. Dining room, foyer, bathrooms and other spaces were to have marble floors, and two of the bathrooms were to have sunken bathtubs. The wine room was eliminated from the kitchen area, and the indoor barbecue replaced by a second wet bar for the informal living area. In the courtyard, the rectangular swimming pool shown in the sketch plan had been superseded by a free-form curvilinear counterpart, and the wide Roman peristyle by a narrower colonnade. Along the north side of the courtyard was to be a wide balcony with a curved staircase. Sommers' final scheme also allowed for a large outbuilding of brick construction with slate-clad gabled roof, designated as gardener's store, with its own shower room and toilet cubicle.

While the basic working drawings for the house were completed by the end of 1961, documentation continued as construction proceeded and work commenced on the interior fitout and hard landscaping. The material held by the State Library include drawings dated between February and July 1963 that pertain to the lavishly-appointed kitchen fitout, the bespoke wardrobes for the master bedroom, the balustraded pool balcony, the entrance gates, and the pergola to the bayside terrace, which incorporated Doric columns. These columns represented part of a substantial cache of building elements that were salvaged from recently-demolished pre-war buildings in Melbourne and were duly integrated into the Watkins House. While these salvaged elements are not specifically identified in the working drawings, they are known to have included not only columns but also balustrades, bluestone blocks and pitchers, panelled timber doors and carved marble mantelpieces. The architect's 65-page specification confirms the use of other second-hand materials, including Hawthorn bricks for the external walls and imported Welsh slates for the roof.

The grand house was fully completed by January 1964, when it served as the venue for a suitably grand occasion. As reported in the society column of the *Age* newspaper, "the swimming pool at the new Portsea beach house of Mr and Mrs Larry Watkins was flood-lit last night to celebrate the birthday of Mr Watkins". Amongst the fifty guests in attendance were the Watkins's daughter and son-in-law, Antony and Susan Osborne (who had recently built a holiday house of their own in Campbells Road) and various other members of the well-to-do peninsula weekender crowd, such as Gordon Challingsworth and Reginald Baillieu. The house, amusingly named *Rovina* (from the Latin word for "in ruins") served as the principal residence for Larry and Peggy Watkins until the late 1970s, when they returned to Toorak. There, they took up residence in a house in Kooyong Road that architect John Yuncken had designed two decades earlier, reportedly in imitation of *Le Petit Trianon*, Marie Antoinette's villa in the grounds of the Palace of Versailles.

The next owner of *Rovina* was automotive dealer James O'Connor, who purchased the property in November 1977 for $450,000. Three years later, he made headlines when he acquired a house in Toorak and became the first person to pay more than one million dollars for a single residential property in Melbourne. When his business

went into receivership in December 1982, O'Connor was obliged to sell *Rovina*. Early the following year, the property was sold at auction for $756,000 to an undisclosed bidder. The new owner made few changes apart from replacing the original kidney-shaped swimming pool with a smaller circular pool.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Geoffrey Sommers, "Brick residence to Lot 147 Nepean Highway, Portsea, for Mr & Mrs D W Watkins", Documentation dated 1961-1963, comprising 49 sheets of architectural drawings (sketch plans, working drawings, details, etc), engineering drawings, survey drawings and 68pp typescript specification (Accession No YLTAD 141/14, Picture Collection, State Library of Victoria)
"Beside pool at Portsea", *Age*, 11 January 1964, p 6.
"House built with bits from the past", *Age*, 30 September 1980, p 19.
Property File No 139830, held by Mornington Peninsula Shire.
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

Rovina at 3808 Point Nepean Road, Portsea, is set well back on its elongated clifftop block and cannot be readily seen from the street frontage, which is dominated by a tall boundary wall of recycled Hawthorn brickwork. The driveway is enclosed by a large pair of slatted timber gates between two oversized bluestone gateposts that are surmounted by metal coach lamps, and include the name of the house in metal lettering. The only other public vantage point, on the beach side, affords a limited view of the rear of the house that includes the gabled end wall, in second-hand Hawthorn brick, with the edge of the slate roof and the balustraded terrace.

Photographs from recent real estate listings, available online, indicate that the house remains substantially intact. These images show the asymmetrical street frontage, with walls of Hawthorn brick and bluestone blocks, and the recessed triple carport with front entrance alongside, containing a pair of panelled timber doors. The low-pitched gabled roof, clad in slate, incorporates two half-round dormer vents, with a bluestone chimney projecting up from behind. The central courtyard, accessed from three sides by French doors and large sliding glass doors, is paved in flagstones with a circular swimming pool in the centre (which replaced the original kidney-shaped pool in 1983). A balcony extends across the northern end of the courtyard, with bluestone plinth incorporating relieving arches and masonry balustrading. The rear terrace, overlooking the bay, also has flagstone paving, as well as a row of granite Tuscan Doric columns, masonry balustrade and garden beds edged in bluestone dwarf walling. These photographs also show that the interior retains much of its original fitout, including white marble and flagstone floors, kitchen benches and cupboards, an ornately carved marble mantelpiece in the dining room, bluestone feature walls and Doric columns to the entry foyer and formal living room.

The gable-roofed brick and bluestone outbuilding, indicated on Geoffrey Sommers's original plans as the gardener's store, still exists to the south-west of the main house, albeit now designated as the "cottage".

Comparative buildings:

Commissioned by a wealthy Toorak businessman as a grand permanent bayside residence rather than a mere weekender, this vast and luxuriously-appointed house, with overt Graeco-Roman references, has no direct comparators amongst 1960s dwellings in Blairgowrie, Sorrento and Portsea. In terms of scale, sumptuousness and aura of monumentality, it is broadly comparable to some of the more palatial houses that Wayne Gillespie designed in the 1980s and '90s, and especially those on comparable bayside sites. While examples such as *Merrylands* at 6 Merrylands Avenue (1985) and *Malabar* at 3852 Point Nepean Road (1990s) all have a comparable sense of grandeur, classical references are implied rather than explicit. Amongst Gillespie's houses, the most pertinent comparator to *Rovina* would have been *Mandurah* at 3820 Point Nepean Road (1993; since demolished). A massive and luxurious clifftop house, it incorporated overscaled circular columns in what was surely Gillespie's most overt allusion to classical architecture. Other houses in Portsea designed to evoke the sumptuousness and monumentality of Antiquity include *Island View* at 61 Campbells Road (Richard Buxton, 1985) and the semi-detached pair at 17-19 Degany Avenue (Ian Pockran, c1988). With stark rendered walls, segmental arched openings and applied ornament such as cornices, urns and mascarons, these houses are more indicative of the emerging taste for Tuscan-style townhouses that was popular at the time, rather than the more idiosyncratic expression of the classical vocabulary that is demonstrated by the much earlier *Rovina*.

Rovina can also be seen as an early manifestation of the trend for architectural salvage to be incorporated into new buildings, which became increasingly popular from the late 1960s. It is often associated with the work of designer Alistair Knox, whose distinctive buildings often incorporated second-hand bricks, roof slates and timber members, and occasionally more overt elements such as window frames, doors, fireplaces and light fittings salvaged from demolished historic buildings. While Knox designed a number of houses in the Rye, Portsea and Sorrento area, none of these appears to have utilised salvaged building materials are prominently as Geoffrey Sommers did at *Rovina*. Projects such as the Harmelin House at 16-18 Hiskens Street, Sorrento (1973) and the O'Loughlin House at 2 London Bridge Road, Portsea (1974) seem to incorporate generic recycled materials such as bricks and timber, while the Scott House at 20 Macfarlan Avenue, Blairgowrie (1980) has some bluestone. The local example with the most overt use of architectural salvage would be the Brumby House at 11 James Street, Sorrento (1974), which includes multi-paned windows and leadlight doors from pre-war buildings, carved timberwork, cupboard doors and even some Gothic Revival panelling presumably salvaged from a church.

Ultimately, *Rovina* has only one true comparator in the study area: the house in Portsea that Geoffrey Sommers designed for himself. Located further inland at 49 London Bridge Road, this bluestone house was built at the same time as *Rovina*, and similarly incorporated items of architectural salvage from Sommer's private collection. As documented in a 1980 newspaper article, these included stained glass windows from a Toorak mansion, marble from the Windsor Hotel, patterned tiles from the North Melbourne Police Station and mahogany kitchen cupboards that were formerly part of the fitout of a pre-war pharmacy. While notable for its incorporation of such elements, and of especial interest as the architect's own residence, the house is otherwise smaller, less dramatically sited and less luxuriously appointed than the remarkable *Rovina* on Point Nepean Road.

It is not known how many other houses Geoffrey Sommers might have designed in what is now the Mornington Peninsula Shire. One example identified to date is a house at 10 Harleston Road, Mount Eliza (c1970s). A two-storey gable-roofed weatherboard house with an American Colonial flavour, it is stylistically very far removed from the two aforementioned houses that he designed at Portsea in the early 1960s.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Courtyard plan; recycled and salvaged building materials

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
The courtyard should not be infilled to increase enclosed space

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 271

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Address:	3861-3863 Point Nepean Road, Portsea
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1891-3
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo sourced from realestate.com.au 2018

Statement of Significance:

What is significant?
3861-3863 Point Nepean Road, Portsea, is a Late Victorian cottage in its original garden setting, dating to circa 1891-3. It was built for the Dovey family and was occupied by members of their family for around 64 years.

The house retains most of its original fabric, including a symmetrical façade with sidelights to the central door, a hipped roof, corbelled chimneys, timber weatherboards and original sash windows. The hipped verandah at the front has timber posts and ornate lacework. The mature trees and the garden setting contribute to the significance of the place.

How is it significant?
3861-3863 Point Nepean Road, Portsea is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

3861-3863 Point Nepean Road is historically significant for its association with the Dovey family who worked at the Quarantine Station. The property was constructed circa 1893 and is a good example of a late Victorian weatherboard cottage. It is one of only a few original cottages surviving in Portsea, which belonged to long-term resident families. (Criterion A)

The house retains a number of the original features of a Late Victorian house, an M-profile hipped roof, corbelled chimneys, central front door with sidelights and ornate lacework. The retention of the generous garden setting with mature cypress trees and corner block on a prominent site in Portsea, and the intactness of the fabric enhances its significance. (Criterion D)

History

Portsea
The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen's villas extended from

Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins, and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families inter-married and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to a school for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed

design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

History of the Place:

Flinders Heritage Study states that the rate books indicate that Alfred Dovey, a labourer at the Quarantine Station owned the property from 1893. Mrs Margaret Dovey (wife of Alfred) owned it from 1912 to 1937 and then Thomas Freeman until 1960. Alfred Dovey died in 1937. [Butler &Context, 2012]

The Nepean Historical Society has undertaken research on this property and the cottage behind, known as the Dolphins, at 3865 Point Nepean Road. Some of the NHS research disputes the findings of the Flinders Heritage Study.

The land on which the cottage is built was part of lands alienated from the Crown by James Joseph Casey in 1871. Margaret Dovey, wife of Alfred Dovey labourer at the Quarantine Station, purchased the land in 1891 for 75 pounds. When she died in 1935 it passed to Alfred. In 1947 the front portion containing the cottage was sold to Elsie Eliza Brown of Point Nepean Road, Portsea and then a number of other owners from Melbourne from the 1950s.

In 1888 diagonally opposite the cottage, within the Quarantine fence, a cottage was constructed for the boatman with a strikingly similar design. It is also strikingly similar to Glasnevern at 34-36 Back Beach Road, Portsea, built for Patrick Foran who was resident in the boatman's cottage.

Portsea had originally developed as a location which serviced the local lime and fishing industry, the Quarantine Station and Fort Franklin. Later it developed into a holiday resort for wealthy holiday makers from Melbourne. A number of permanent residents who worked at the Quarantine Station or Fort Franklin built second houses or holiday homes for letting to summer visitors. 44 Blair road was built for Edwin Dobie who worked at the Quarantine station, later it was bought by Alfred Dovey who also worked there. Glasnevern was built by Patrick Foran at 34-36 Back Beach Road and possibly let out by him to tourists until his untimely death, then when the family could no longer live in the station, they moved into Glasnevern. It is not clear what the Doveys did with the property as Alfred is also rated as the owner of Quamby on Blair Road from 1893 until 1925. Perhaps Dovey let Quamby as a holiday letting.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 8: Governing
Theme 8.2: Controlling entry of persons and disease: quarantine

Sources:

Nepean Historical Society research on 3861-3863 and 3865 Point Nepean Road, Portsea
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

3861-3863 Point Nepean Road, Portsea is an intact, single storey weatherboard cottage, with two chimneys, a hipped, iron roof and front verandah. The house has a Late Victorian style enhanced by the hipped verandah, a symmetrical arrangement of windows and glass sidelights to the panelled front door. The verandah has timber posts and lacework in a framed valance.

The house appears to be in good condition and is located in its original garden setting with mature trees and a large cypress tree. Much of its fabric remains intact and its location at the start of the National Park adds to its significance.

Comparative buildings:

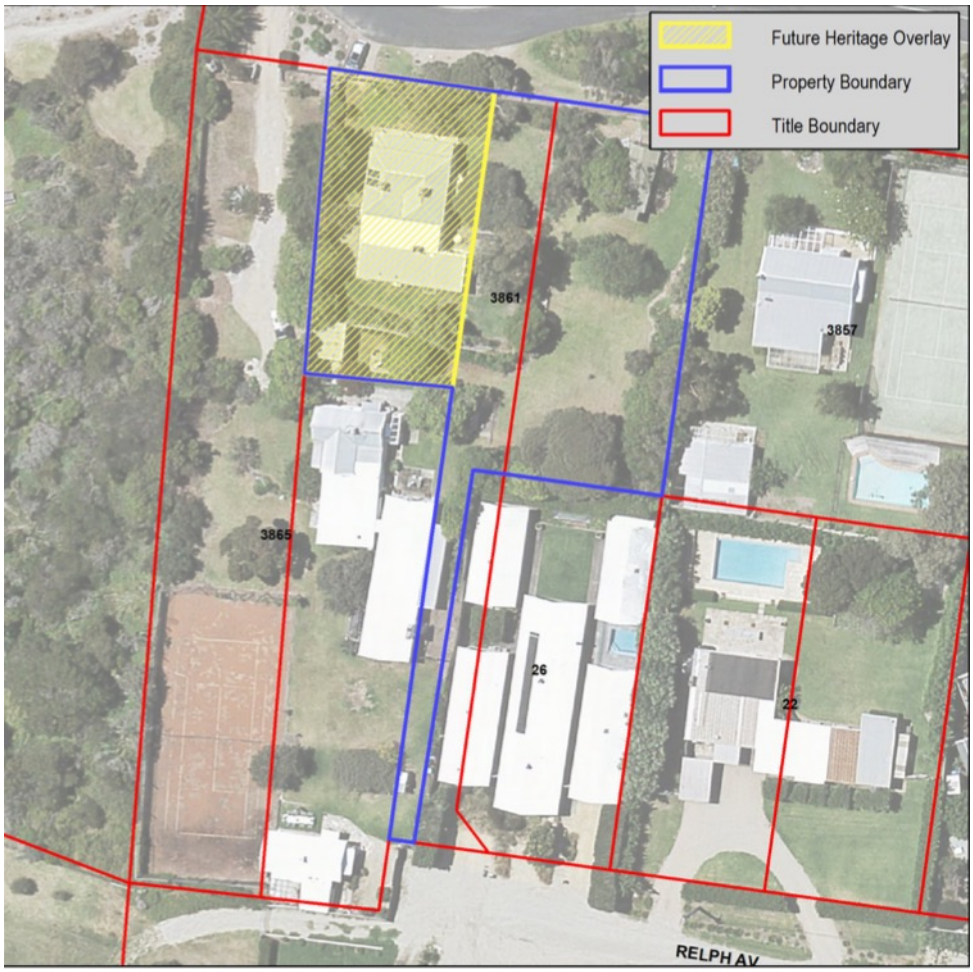
On Back Beach Road, within the original Ford subdivision, are three properties which are comparative in terms of style, fabric and date.

20 Back Beach Road, Portsea, has a symmetrical front, verandah with turned posts and lacework. It was constructed sometime between 1890 and 1904. The property is listed on the Heritage Overlay.

55 Blair Road, Portsea is a late Victorian style weatherboard cottage with a very similar form of roofline and chimneys. This property is not listed on the Heritage Overlay.

34-36 Back Beach Road, Portsea is an intact single storey weatherboard cottage with three chimneys, a hipped roof, and front verandah with ornate lacework, coloured sidelights to the central front door and double hung windows. Almost identical to The Dolphins, lived in by the family of the Quarantine station boatman, Patrick Foran, built circa 1903.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
The symmetrical front and relationship to the quarantine boundary.

Extent of fabric to be retained:
The whole house with a clear view of the house from the National Park entry and Point Nepean Road.

Garden/landscape:
A clear area should be maintained to the west facing the boundary of the National Park.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 272

Heritage Overlay number:	**XXXXXX**
HERMES No.	XXXXXX
Place Name:	Relph Avenue cypress grove
Address:	Relph Avenue, Portsea
Place Type:	Landscape
Planting dates:	Circa 1923
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage Alliance 2017

Statement of Significance:

What is significant?
The grove of cypress trees along Relph Avenue, Portsea marks the original entrance to the Portsea Golf Club dating to circa 1923. The trees mark the former driveway along Relph Avenue and Coker Crescent, Portsea. This entrance is now redundant as the golf club have built a new clubhouse and entrance.

How is it significant?
Relph Avenue cypress grove, Portsea is of local historical and aesthetic significance to the Mornington Peninsula Shire.

Why is it significant?
Relph Avenue cypress grove, Portsea is historically significant for its association with the Portsea golf club since its inception in 1923. The grove of trees was probably planted circa 1923. The avenue led to the site of the former Portsea golf club house and forms rare public views of Delgany castle, across the golf course. The size and age of the trees and the form of the grove has landmark significance in Portsea. (Criterion A & E)

History:

Portsea

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History of the Place:

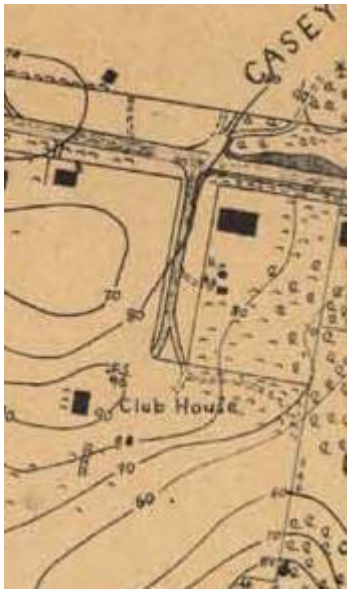
According to the Thematic History, Mornington Peninsula is thought to be the scene of some of the early golf games in Victoria, at Flinders, and currently has some of Australia's most prestigious courses. Public golf courses often provided for distinctive landscape elements in the Shire as well as some significant architecture. Several public golf courses have existed in the Shire throughout the twentieth century but there are at least 18 active in the 21st century. Golf Tourism Australia, has noted the 'rugged coastline' terrain of the Peninsula as providing perfect conditions for golf. The courses at The National, The Cape, The Dunes, Portsea and the Moonah Links were thought to give an 'exceptional golfing experience.'

The Flinders Golf Club is thought to be the oldest Golf Club in Victoria to exist at its original site. The club sought affiliation with the Victorian Golf Association in 1903, succeeding by 1907-10, a little earlier than the Sorrento Golf Club (1910). The first clubhouse was opened in 1948 with extensions in 1951 and another new clubhouse opened in 1964. Other golf clubs established in the early twentieth century include the Mornington Golf Club (1904) and the Sorrento Golf Club (1907). In the 1920s the Mount Martha Golf Club opened. Remnant mature Monterey pine specimens were once part of the former Mount Martha nine-hole golf course rough.

The Ranelagh Golf Club, off Wooralla Drive, Mount Eliza, existed from the 1920s until the 1950s. A golf club house was built at the corner of the Point Nepean Road in 1938. The 40-acre course was extolled by one MJS MacDonald in the Palmer sales brochure as the work of Dick Banks who was renowned as a golf course architect. The course was sold to Peninsula Grammar in 1960. Evidence of former fairways and tree rows can still be seen in part of the grounds of the Peninsula School. Other golf clubs in the area include, but are not limited to, Portsea Golf Club (1924), the Rosebud Golf Club (1956) and the Rosebud Country Club (1962). [Butler & Context, 2012:143-44]

An article in the *Weekly Times* of 1934 details the history of the Portsea Golf Club. "This club owes its origins to Mr A.W. Relph, the present captain. Early in 1923 he stood on a hill where the No 11 green is now situated, and conceived the idea of laying out a really beautiful seaside course. Mr Relph quickly gathered around him a band of enthusiasts, including the late Harold Armytage (first president of the club)." [*Weekly Times*, Sat 29 December, 1934:58] The form of the cypress grove and name of the street which led to the first club house has significance, as is the close relationship of the former clubhouse to the Armytage property, Delgany.

In 1923 a newspaper article described the progress at Portsea Golf Club with tea-tree scrub being cleared, watering systems and greens being installed and 'next year a club house will be erected'. [*Table Talk*, Thurs 11 Oct,1923:14] By 1925, a small temporary club house had been built. In 1937, a Portsea plan shows the arrangement of Relph Avenue leading to the Portsea Golf Club.



Map NAA MP427 1 77 P3, 1937 showing the arrangement of Relph Avenue and the golf clubhouse.

The first committee meeting of Portsea Golf Club was held in the temporary clubhouse on 31st December 1925. The temporary club house was replaced with a new clubhouse and then in 2013 the clubhouse was relocated to the south end of the course. At this time the cypress grove entrance became redundant and land was sold off for private development.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing the Peninsula's Cultural Life
Theme 10.3.2: Playing golf

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Newspapers, *Weekly Times, Table Talk*
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

A grove of mature cypress trees which line Relph Avenue Portsea, extending along both sides of the street from Point Nepean Road to the former entrance of the Portsea Golf Club. These trees which are circa 93 years old, are of a size and intactness which makes them a landmark in Portsea, which has lost a number of its streetside cypress trees in recent years. The grove is so large that the trees meet over the road and they lead to the former entrance of the golf club which is now defunct. Relph Avenue has now been altered to curve around to the west where an area of new housing has been developed on what is presumed to be former golf club land.

Comparative places:

Mount Martha Public Golf Course has a number of very large cypress and pine specimens on the 8th hole. These were probably planted prior to the establishment of the golf course and are not related to the golf clubhouse.

Sorrento Golf Club has a significant golf clubhouse, but few significant plantings of European trees.

Mornington Golf Club has some significant individual specimens of pine and cypress scattered through the course, but no grove of trees comparative to Portsea.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Garden/landscape:
The entire grove of cypress trees on both sides of Relph Avenue

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	Yes the cypress trees
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 302

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Sorrento House servant's quarters
Address:	11 Boroondara Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1890-1915
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included in HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
11 Boroondara Road, Sorrento is a Federation cottage made of rendered limestone which was used as a servant's quarters for Sorrento House, at 3409 Point Nepean Road. Its date of construction is unknown but it might have been present on the property before the large house, facing Point Nepean Road was built in 1915.

This rendered, symmetrical cottage is constructed close to the roadway with a large palm right at the front door. The hipped roof has a projecting gable with roughcast and timber detailing and an air vent, similar to Sorrento House. Over the front door and two windows either side, is a hipped verandah.

How is it significant?
11 Boroondara Road Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

11 Boroondara Road, Sorrento is historically significant for its association with a number of significant families who co-owned 3409 Point Nepean Road, Sorrento House, which was built in 1915 and used as a convalescent home for returned servicemen after WW2. (Criterion A)

It retains most of its original fabric, is very intact and is prominently sited. The limestone walls, form of the roof and verandah and the palm tree at the front adds to its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Flinders Heritage Study state that the property was built in 1915 by George Mendes, a pawnbroker who owned a considerable amount of land in Sorrento mostly near Erlandsen Avenue. Rebecca Mendes was his daughter and she married Solomon Green in 1892, a well-known Melbourne Bookmaker. The property belonged to Rebecca Green from 1917 to 1946. Between 1916 and 1920 the two storey Inter-war house was constructed and it is not known whether the limestone servant's quarters were constructed at this time or not. In 1946 the property was bought by the RSL. The value rose again between 1953 and 1958 when additional wings were added. The building later housed the YWCA hostel. The nursing home was started by Max Oppy in 1964. [Context 1992,1997:581]

Certificate of Title Vol. 4125 Fol. 824941 states that the owner of both 11 Boroondara Road and 3409 Point Nepean Road was Rebecca Green of Beaconsfield Parade, South Melbourne, being a property of one acre two roods and two perches1918. At this time the property included the servant's quarters which was a separate parcel on Boroondara Road.

The property was purchased in 1944 by a group of ex-servicemen. These servicemen from both world wars appear to have entered into an arrangement with Solomon Green to use the house as a rest house for returned servicemen. Newspaper articles in 1945 were announcing the opening of Sorrento House for the use of ex-servicemen needing a restful holiday. One article claimed that Sol Green had donated 2000 pounds toward the establishment of the rest home, which had cost nearly 18,000 pounds to alter and equip for 30 men.
Over the years the names on the title change until 1972 when the land is held by the trustees of the RSL War Veterans' Homes Trust of Victoria. One name on the tile is that of Best Overend a notable architect from 1960-1972.

In 1974 the title changes to the Young Women's Christian Association. The owner changes again in 1978 to William Maxwell Oppy and Valerie Dean Oppy of Truemans Road Boneo, 1978. William Maxwell Oppy was a VFL player for Richmond 1942-1954, and later their coach in 1956. [Vol 9256 folio 614] Context state that the Oppys started a nursing home on the site, but no information on this has been located. It is unknown what the building on 11 Boroondara Road was used for, but it is presumed for the staff who ran the convalescent and nursing homes.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 11: Becoming Melbourne's Playground
Theme 11.2.2: Retreats, educational, youth and holiday camps

Sources:
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A small Federation limestone cottage with frontage to Boroondara Road. The walls are painted limestone, cut in regular blocks. The hipped iron roof has a rendered, corbelled chimney and a projecting gable to the front over the front door. The gable has roughcast and timber decoration and a timber air vent similar to Sorrento House. The two windows at the front are timber and appear to be original and the central front door is also timber. The condition of the house is deteriorating but most of the fabric appears to be original and it is very intact.

There is a large palm tree in front garden, which now lies below street level.

Comparative buildings:

The following buildings are comparative in terms of their use and function as retreats or as places of institutional respite:

Whitehall, 237 Ocean Beach Road (1904) built by James Allen as a guest house until 1949, it was then purchased by the Minister for the Navy to provide accommodation for the families of Royal Navy personnel operating in Australia.

Marlborough House, 8 Back Beach Road, Portsea (1902) was constructed as a boarding house for Matilda Reid by William Croad. It was purchased in 1955 by the Mental Health Authority as a respite residence for disabled people.

Other properties were also used as places of respite or accommodation such as the former convent Mandalay (now demolished) which was used by clergy as a holiday retreat. Hindson House in Sorrento was used as a respite home for boys from St Johns Hospitaller and the Lord Mayors Camp Portsea for disadvantaged country children to experience a beach camp.

Architectural comparison:

The Sisters, 3073 Point Nepean Road, Sorrento (circa 1900) is a rendered limestone cottage with a similar sparse design as Boroondara Road.

House, 3287 Point Nepean Road, Sorrento (1903) This limestone house is a similar design to Boroondara Road in that it has a projecting gable over the front door above a hipped verandah. It was built for a local councillor who used it for holiday letting.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries

Garden/landscape:
One large Canary Island Palm at the front

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes the large palm tree at the front
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 309

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXXX
Place Name:	St Joseph's Primary School
Address:	1-17 Constitution Hill Road, Sorrento
Place Type:	School
Designer/architect:	G. W Vanheem
Construction dates:	1932
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
1-17 Constitution Hill Road, Sorrento, known as St Joseph's Primary School, was built in 1932. It is a face brick Inter-War school with a tile roof, render details to gable ends and windows and a consistency of design with the adjacent presbytery. It has provided educational services to the Catholic Parish of Sorrento for 86 years.

How is it significant?
1-17 Constitution Hill Road, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
1-17 Constitution Hill Road, Sorrento is historically significant because it was constructed in 1932 to service the educational needs of Catholic children in the Sorrento parish and has continued to service the parish for 86 years. (Criterion A)

It is significant for its long history of service to the Sorrento community as a Catholic Parish school. (Criterion G) The school retains a number of original features, including an asymmetrical massing, with a steep gabled, tile roof, red face brick with render details at sills and doors, and a central niche with statue to the front gable end. Architecturally it is an unusual example of an Inter-War school on the Mornington Peninsula. (Criterion B)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Schools are an important focal point for early communities. As the communities and populations of the district have evolved and changed, so have their schools. Schools have expanded, contracted and moved as populations changed during the twentieth century. [Butler &Context, 2012:145] Early congregations sometimes managed to be granted reserves on which to build their churches and schools. Others relied on gifts of land from local parishioners or had to purchase the blocks on which they built them.

The Catholic Parish of Sorrento had a slow start due to the small permanent resident population. In 1891 the Parish of Mornington was created and Sorrento and Portsea included in it. In 1900 the Parish priest of Queenscliff would travel across by boat to attend to local residents. The first building was the Sorrento church on Constitution Hill and then thanks to the generosity of Mr John Cain and John Farnsworth, a small church dedicated to St Thomas was erected in Portsea in 1903. In 1907 Father William O'Brien retired and lived during the summer months at the Sorrento Hotel saying mass in the church on Sundays. In 1925 Archbishop Mannix offered the parish to the Oblate fathers. Father Tom Hayes was appointed the first parish priest. The Sisters of Mercy then opened a convent and ran St Joseph's school from 1931. In circa 1948, the Dominican Sisters then opened their school for the Deaf and Dumb in Delgany Portsea and in 1953 the Sisters of the Good Shepherd opened a convent at Mandalay on the cliffs of Portsea.

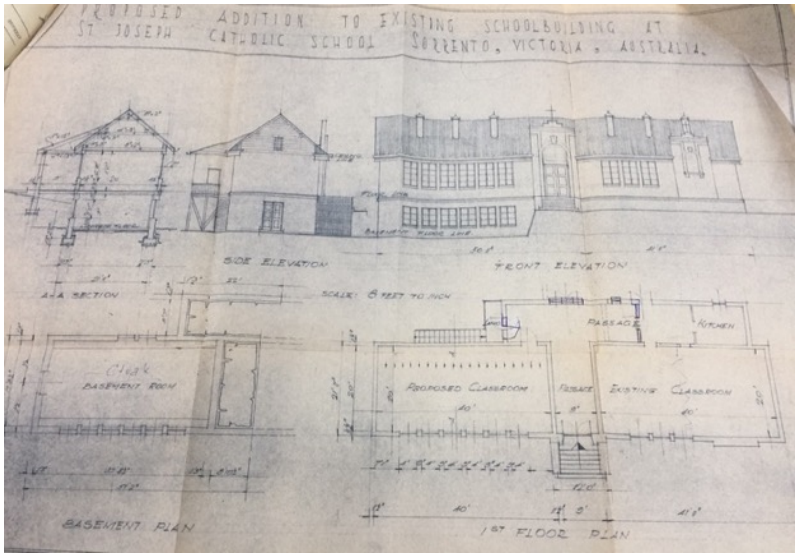
The history of Sorrento's Catholic church is typical of these changes to churches and communities in Mornington Peninsula. The first Catholic church, was a small limestone building, on the top of Constitution Hill. "At Sorrento, where 300 pounds had been collected through the generous efforts of the well-known George Coppin, the first stone of the Church of St Mary Star of the Sea was laid in April, 1876, but it was not opened until 1880. [Pioneer Catholic Victoria, Walter Ebsworth, Melbourne,1973:298]

According to the Presbytery History in 1931, the Sisters of Mercy purchased a house and property on the corner of Bath and Kerferd Roads to serve as a Convent, called Nazareth, for the sisters who were to teach the local Catholic children. The building of St Joseph's school began on Thursday 29 September, 1931. [Codex Historicus, St Marys Star of the Sea Presbytery]

St Joseph's Primary school was operated by the Sisters of Mercy from 1932 until December 1983. Archbishop Mannix performed a blessing at the opening of the school on Sunday January 24, 1932. The original convent was later sold and a new convent was built in 1941 and completed in 1942. The convent was later relocated to elsewhere in Sorrento. [Institute of Sisters of Mercy of Australia and Papua New Guinea archives, personal comm. 5 April, 2018]

St Joseph's school was erected to a design submitted by GW Vanheems, and the builder was Mr Brockie. [The Tribune, Thursday January 28 1932.] These two had also designed and built the Presbytery in 1929. GW Vanheem had built a number of religious buildings in Melbourne and elsewhere and was well practiced in the art of ecclesiastical design. The Sisters of Mercy withdrew from administration of the school in 1983.

The school had started as a single classroom and had substantial additions in 1957, 1966, 1978 and 1998. The basic form, style and material palette of the school has been carefully kept in each addition and the original Inter-War section is still recognizable.



St Joseph's School, Sorrento, 1957 additions. Source PROV VPRS 7882/P1 unit 897 item 7594

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing cultural life
Theme 10.6.2 Establishing Schools

Sources:
The Tribune newspaper
Walter Ebsworth, 1973 *Pioneer Catholic Victoria*, Melbourne
Presbytery History, *Codex Historicus*
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Public Record Office Victoria Department of Health files
Institute of Sisters of Mercy of Australia and Papua New Guinea archives
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The face brick school has an asymmetrical design, with projecting gables and an unusual arrangement, being sited on the far boundary of the allotment. The portico entrance to the school is via a gable end facing Constitution Hill Road, with a statue of the virgin mounted on the wall. The long facade of the school originally had multi-paned classroom windows facing the Presbytery and playground between them. This area has now been extended with new classrooms. On the other side of the building the windows are sash windows as are the two windows facing the street. The sloping block allows the school to step down at the rear and achieve two storeys.

The building has steep gabled tile roof forms, with render details to the windows and gables. The additions to the building at the rear, have been undertaken in a sympathetic manner and do not detract from the original style of the building at the front.

Comparative buildings:

Sorrento Primary School, 32 Kerferd Avenue, Sorrento constructed in 1924, is an Inter-War two room school building designed by the Public Works Department. The building has none of the thoughtfulness of design shown in St Josephs and is a far inferior building overall. It has the similar multi-pane windows and porch entrance, but has a rough cast render on the facade and hipped iron roof

St Mary's Star of the Sea Presbytery, constructed in 1928 by the same builder and by the same architect, is the most comparative building and together the two buildings present a unified classic Mission style with similar render details on face brick.

Outside Sorrento:

Mornington Primary School, Vale Street, Mornington constructed in 1878 and extended in the Inter-War period with a similar face brick and render design, with tile roof and multi-pane windows.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
Tile roof, gable ends facing Constitution Hill Road and face brick walls.

Extent of fabric to be retained:
Facade to the street, facade facing the Presbytery and to the rear of the building where it can be seen from the street and from the adjoining allotment toward the Continental Hotel.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 309A

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	St Mary's Presbytery and Mission House
Address:	1-17 Constitution Hill Road, Sorrento
Place Type:	Presbytery
Designer/architect:	G W Vanheems
Construction dates:	1928
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2018



Photo Heritage ALLIANCE 2018

Statement of Significance:

What is significant?
1-17 Constitution Hill Road, Sorrento known as St Mary's Presbytery and Mission house was built in 1929 by the order of Missionary Oblates of Mary Immaculate, who still occupy the Presbytery and administer to the Catholic Parish of Sorrento.

The two storey Inter-War building retains most of its original fabric including a tile roof, face brick walls and rendered bands. The front facade has a two storey, rendered enclosed verandah in the style of a loggia with an ornamental parapet with OMI inscribed.

How is it significant?
1-17 Constitution Hill Road, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
1-17 Constitution Hill Road, Sorrento is historically significant because it was constructed in 1929 to provide a mission house for the new Catholic Parish of Sorrento, and has served the parish and its priests and novices as a Mission House, Presbytery Office and Novitiate. (Criterion A)

It is significant for its long history of service to the Sorrento community and the wider parish as a Parish Presbytery. (Criterion G)

Architecturally it is an unusual and intact example of an Inter-War Presbytery on the Mornington Peninsula. (Criterion B)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local

limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Places of worship, like schools were important focal points for early communities. Many small groups of settlers met in private homes or school buildings or halls, shared between Christian denominations, in order to have somewhere to share their faith. Early congregations sometimes managed to be granted reserves on which to build their churches. Others relied on gifts of land from local parishioners or had to purchase the blocks on which they built them.

As the communities and populations of the district have evolved and changed, so have their places of worship. While some early church buildings have closed, been moved, or turned to other purposes, new buildings have been constructed and old ones added to. Some of the new churches represent shifts in the kind of congregations resident in the Shire. [Butler &Context, 2012:145]

The Catholic Parish of Sorrento had a slow start due to the small permanent resident population. In 1891 the Parish of Mornington was created and Sorrento and Portsea included in it. In 1900 the Parish priest of Queenscliff would travel across by boat to attend to local residents. The first building was the Sorrento church on Constitution Hill and then thanks to the generosity of Mr John Cain and J Farnsworth, a small church dedicated to St Thomas was erected in Portsea in 1903. In 1907 Father William O'Brien retired and lived during the summer months at the Sorrento Hotel saying mass in the church on Sundays. In 1925 Archbishop Mannix offered the parish to the Oblate fathers. Father Tom Hayes was appointed the first parish priest. The Sisters of Mercy then opened a convent on the corner of Coppin Road and Kerferd Ave and ran St Joseph's school from 1931. In circa 1948, the Dominican Sisters then opened their school for the Deaf and Dumb in Delgany Portsea and in 1953 the Sisters of the Good Shepherd opened a convent at Mandalay on the cliffs of Portsea. [History of the Parish of Sorrento, undated, St Mary's Parish Office]

The history of Sorrento's Catholic Church is typical of these changes to churches and communities in Mornington Peninsula. The first Catholic Church, was a small limestone building, on the top of Constitution Hill. "At Sorrento, where 300 pounds had been collected through the generous efforts of the well-known George Coppin, the first stone of the Church of St Mary Star of the Sea was laid in April, 1876, but it was not opened until 1880. [Pioneer Catholic Victoria, Walter Ebsworth, Melbourne,1973:298] The modern church opened in 1963, was designed by eminent ecclesiastical designers, Smith and Tracey on the same high site as the old church, with a spectacular view over the Bay.

Most churches, including the two different phases of the Sorrento Catholic Church were reliant on donations by parishioners and loans. For the new church of St Mary's Star of the Sea, the Portsea Cain sisters, Hilda and Mabel each gave 10,000 pounds for the building fund which allowed the building of the new church to start.

Catholicism in the Nepean Peninsula took off after 1925 when Archbishop Mannix offered the parish to the Oblate fathers. Father Tom Hayes was appointed the first parish priest. The Sisters of Mercy then opened a convent on the corner of Coppin Road and Kerferd Ave and ran St Joseph's school from 1931. In circa 1948, the Dominican Sisters then opened their school for Deaf and Dumb children in Delgany Portsea and in 1953 the Sisters of the Good Shepherd opened a convent at Mandalay on the cliffs of Portsea. It was to this convent with its amazing views of the Bay that Archbishop Mannix retired for six weeks each summer for his annual holiday. [History of the Parish of Sorrento, undated, St Mary's Parish Office]

The presbytery and mission house were opened in 1929 under the administration of the order of Missionary Oblates of Mary Immaculate. The Missionary Oblates were formed in France and first came to Australia in the 1890s. Until 1948 Sorrento was the only Oblate presence in Victoria. According to the Presbytery history, *Codex Historicus*, the parish was entrusted to the Oblates in 1926 by Archbishop Daniel Mannix. The Oblates had been based in Freemantle and had been seeking entry into the archdiocese of Melbourne for some time. In June 1926 Father Callan and Father Hayes took up residence in the cottage 'Loreto' in Kerferd Road, donated by a parishioner until a Presbytery could be built. Mr Vanheems 'came down to discuss the design of the Presbytery.'

The building of the Presbytery was started in May 1928, the contractor being J C Brockie and Son and the architect G W Vanheems. (who was architect on St Patrick's Cathedral towers and spires) The building was completed on 28th September, 1928. The new presbytery was blessed and opened by Archbishop Mannix on Sunday 13th January, 1929. In 1950 the Presbytery assumed a new role as a Novitiate and was possibly extended at this time to house the newcomers. The Novitiate ceased in 1965 and today houses two Parish Priests and the Parish Offices as well as visiting Oblate brothers.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing cultural life
Theme 10.5: Worshipping

Sources:
History of the Parish of Sorrento, undated, St Mary's Parish Office
The Tribune newspaper
Walter Ebsworth, 1973 *Pioneer Catholic Victoria*, Melbourne
Presbytery History, *Codex Historicus*
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Public Record Office Victoria Department of Health files
Institute of Sisters of Mercy of Australia and Papua New Guinea archives
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The Presbytery is a two storey masonry building in a classic symmetrical Mission style with a stucco front facade and mission shaped parapet projecting above the roof, inscribed with OMI. The hipped roof has deep overhanging eaves and a red tile roof. The deep, two storey, enclosed verandahs are arched with squat square piers in the style of a loggia.

The building has been extended and the side facades have stucco detailing and red brick walls with minimal decoration and plain double hung windows. A second entry porch at the rear is in a projecting bay which contains newer office areas. The building presents as a unified design and is a good example of an intact presbytery.

Internally the building is highly intact with wood panelling, frosted glass doors, and an arrangement of rooms which is typical of a novitiate, for multiple occupants.

Comparative buildings:

There are no comparative Presbytery buildings in Sorrento excepting St Joseph's school opposite, designed by the same architect in a similar style.

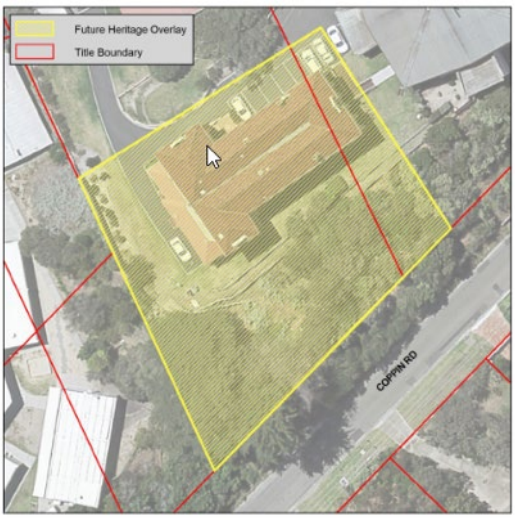
St Macartans Church, 6 Drake Street Mornington was built of a similar face brick construction, with an adjoining Presbytery which is now demolished.

St Mary's Presbytery, 718-730 High Street, Northcote constructed circa 1916.
This inner city presbytery is earlier than Sorrento but has similar design elements - two storey masonry, with arched verandah openings and tiled roof.

Ashby Presbytery of St Peter and St Paul, 1 Malone Street, Geelong constructed circa 1915.This is also earlier than Sorrento but is also masonry, two storey verandah with arched opening, areas of stucco and a mission style parapet above the tile roof.

Other presbytery's follow the same sort of design from the early twentieth century through to the 1940s, with variations in the form of verandahs, decoration and presentation according to location. In general, most Presbytery buildings in Melbourne are masonry, two storey and constructed adjacent to the parish church.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
The front facade, facing the Bay, and west elevation which is visible from Constitution Hill Road.

Extent of fabric to be retained:
The external facades.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 309B

Heritage Overlay number: **HO43**

HERMES No:	XXXX
Place Name:	St Mary's Star of the Sea Church
Address:	1-17 Constitution Hill Road, Sorrento
Place Type:	Church
Designer/architect:	Smith & Tracey
Construction dates:	1962-63
Architectural style:	Late Twentieth Century Ecclesiastical
Level of Significance:	LOCAL
Recommendation:	Mapping of HO43 to be amended

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
1-17 Constitution Hill Road, Sorrento consists of St Joseph's Primary School, (1932) St Mary's Presbytery and Mission house(1929) and St Mary's Star of the Sea, Church,(1962-63), each of which has its own citation.

How is it significant?
1-17 Constitution Hill Road, Sorrento is of local historical, social and architectural significance to the Mornington Peninsula Shire.

Why is it significant?
Historically, St Mary's Star of the Sea, Church is significant for associations with the post-war population boom in this part of the Mornington Peninsula, when the number of regular holidaymakers increased at a rapid rate in parallel with a burgeoning permanent population. Although Sorrento had three congregations that all dated back to the late nineteenth century, and still occupied their original stone churches at the end of WW2, the Roman

Catholic Church of St Mary's, Star of the Sea, was the first to be replaced by a new, larger and modern counterpart in the post-war era. (*Criterion A*)

The church is significant for its long history of service to the Sorrento community as a parish church, place of public worship and a location for commemoration and celebration of significant life events. (*Criterion G*)

Architecturally it is an unusual example of a post-war ecclesiastical architecture in the Mornington Peninsula Shire. With its centralized square plan, projecting wings and uncommon low-pitched vaulted roofline, the design represented a significant departure from the more traditionally-oriented places of worship that emerged in the study area in the later 1950s and early '60s. Although contemporaneous examples (such as the Anglican churches of Wystan Widdows and David Caldwell) often introduced bold new forms, finishes and details, they tended to remain in the tradition of gable-roofed hall-like buildings. The centralized planning of St Mary, Star of the Sea, was an innovative and unusual design choice at the time and foreshadowed the changes soon to be recommended by the Second Vatican Council (1962-65). (*Criterion F*)

The church is also significant as a notable example of the work of leading Roman Catholic architectural firm of Smith & Tracey, whose ecclesiastical work is otherwise represented in the Mornington Peninsula Shire by an atypical Protestant commission, the former Presbyterian Church in Rosebud (1967), which is similarly conceived on a centralized square plan with unusual roof form (*Criterion H*).

History:

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By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868

George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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History of the Place:

Places of worship, like schools were important focal point for early communities. Many small groups of settlers met in private homes or school buildings or halls, shared between Christian denominations, in order to have somewhere to share their faith. Early congregations sometimes managed to be granted reserves on which to build their churches. Others relied on gifts of land from local parishioners or had to purchase the blocks on which they built them. As the communities and populations of the district have evolved and changed, so have their places of worship. While some early church buildings have closed, been moved, or turned to other purposes, new buildings have been constructed and old ones added to. Some of the new churches represent shifts in the kind of congregations resident in the Shire. [Butler &Context, 2012:145]

Roman Catholic presence in Sorrento had a slow start due to the small permanent resident population. The first church, erected on Constitution Hill after fundraising by leading local resident George Coppin, was a small limestone building designed by architect T A Kelly. While the foundation stone was laid in April 1876, lack of funding delayed construction and the church was not opened until April 1880. In 1925, Archbishop Mannix offered the parish to the Missionary Oblates of Mary Immaculate. Of French origin, this order arrived in Australia in 1894 and, based in Fremantle, had long sought entry into the Archdiocese of Melbourne. With Father Thomas Hayes (1893-1962) as the first parish priest, the order took over the Sorrento church and duly expanded its facilities, erecting a mission house and presbytery (1928-29) and then a school (1931-32), run by the Sisters of Mercy. In the interim, the order also erected a new building for the fledgling Catholic congregation in Rye, which had

hitherto held services in a local dance hall. In 1935, Father Hayes left the parish to take over the new Oblate seminary in Geelong, only to return to Sorrento again in 1947 due to ill health.

The early-post war period saw local Roman Catholic presence spread further into Portsea, where a school for the deaf and dumb was founded by the Dominican sisters (1948), followed by a convent for the Sisters of the Good Shepherd (1953). In September 1952, the Oblate fathers took responsibility for the pastoral care of Rosebud and, three years later, a new place of worship opened on the Point Nepean Road: The Church of Our Lady of Fatima. By the end of the decade, it was already apparent that the order's original limestone church at Sorrento was no longer adequate for the growing post-war congregation. In 1961, as Father Hayes celebrated his golden jubilee as parish priest, it was resolved that the old building be demolished and that a new and larger counterpart be erected on the prominent and elevated site that it had occupied. The project was expedited by a generous contribution from long-time Portsea residents, spinster sisters Hilda and Mabel Cain, who each donated £10,000 towards the cost of construction.

To design the new building, the Oblate fathers turned to the eminent Melbourne architectural partnership of Smith & Tracey. Founded in 1949 by staunch Catholics and Melbourne University classmates Desmond Smith (1918-2003) and Daniel Tracey (1916-1992), the practice secured some of its first commissions from the diocese (including a church at Tynong and Christian Brothers colleges at Benalla and Warnambool) and rapidly rose to become Victoria's pre-eminent architects for Roman Catholic projects of many kinds that included not only churches but also schools, convents, a much-publicised shelter for homeless men in North Melbourne, now demolished and a display house in Mitcham that was built to be auctioned off for the Franciscan Hospital Appeal. At the time that it was engaged to design the new church at Sorrento in 1961, the firm had recently reverted to its original name after two additional partners had left the practice (known in the 1950s as Smith, Tracey, Lyon & Brock).

Working drawings for Smith & Tracey's Sorrento church, dated February 1962, proposed a modernist building on a centralized square plan with four projecting wings that provided an entry/baptistery, two side chapels and a sacristy to the main altar. Providing seating for six hundred parishioners, the church was to have a low -pitched helmhouse roof, expressed internally with cathedral ceiling and exposed rafters. Some of the working drawings identify the delineator by the initials PRA. This was Paul Richard Archibald, who graduated from the University of Melbourne in 1960 and worked for Smith & Tracey for some years before travelling overseas on Stramit Scholarship in the later 1960s. Establishing his own practice, Archibald later became well known as a designer of churches in his own right. It is likely that Archibald had a hand in the design of the Sorrento church, as it has elements in common with some of his later independent works, such as St Christopher's RC Church in Syndal (1970) and St John's Presbyterian Church on Phillip Island (1975).

Construction of the Sorrento church, undertaken by Frankston builder Stan Peters, continued during 1962. The foundation stone was laid and blessed on 23 September by the Very Reverend Edward Ryan, Provincial of the Oblates of Mary Immaculate in Australia, in the presence of Father John Nolan, who had replaced the ailing Father Hayes as parish priest. Hayes died on 21 November, only a few weeks before the first Mass was held in the new church on 16 December. The milestone was briefly reported by a daily newspaper, which announced the forthcoming official opening and noted that "an enchanting view of Port Phillip, and a long stretch of the Mornington Peninsula, is obtained from the balcony-like entrance". Completed at a cost of £50,000, the new church was officially opened and blessed by Archbishop Justin Simonds on Sunday, 6 January 1963. Father Nolan continued to serve as parish priest until 1975, when he became the first resident priest at the Church of Our Lady of Fatima in Rosebud.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing cultural life
Theme 10.5: Worshipping

Sources:

"New church at Sorrento", *Age*, 28 December 1962, p 6.
"New church blessed at Sorrento", *Advocate*, 10 January 1963, p 7.
Built Heritage Pty Ltd, "Smith & Tracey", *Dictionary of Unsung Architects*, <<www.builtheritage.com.au>>
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Prominently sited on the crest of a hill at one Sorrento's highest points, the Church of St Mary's Star of the Sea, is a large masonry building on a square plan with a small centrally-placed projecting wing to each of the four sides. The central nave, of brick construction with a pale-coloured rendered finish, has a very unusual roof form that might technically be described as a combination of a groined vault and a low-pitched helmhouse roof (i.e., with gable ends to all four sides and ridges rising from their apexes). These narrow gable ends form continuous window bays along each side, infilled with panes of tinted glazing. The four projecting wings are of contrasting random-coursed limestone construction (reportedly salvaged form the earlier church on the site) with flat roofs that partly project and are partly concealed by parapets. They have horizontal strip windows along the eaves line and pairs of timber panelled doors at the junction of the nave. The foundation stone, set into the rendered wall near the main narthex entry, is elongated and recessed and bears the following text in raised lettering:

This stone was blessed and laid by the Very Rev. E. Ryan OMI Provincial
On Twenty Third September 1962 + The Very Rev. J. Nolan P. P.
Laudetur Jesus Christus + + + + + + + + + Et Maria Immaculata

Internally, the nave has plain walls, parquetry flooring and a vaulted ceiling that follows the distinctive shape of the roof, with exposed rafters, timber lining boards and cylindrical pendant light fittings. The space appears to retain much of its original furniture and fitout, including a modern concrete altar and pulpit, timber pews, and figurative timber carvings that include a crucifix and a set of Stations of the Cross. Some furniture and fittings, clearly of much older vintage, are presumably associated with the earlier church on the site. This notably includes a set of three stained glass windows incorporated into the main porch of the new church.

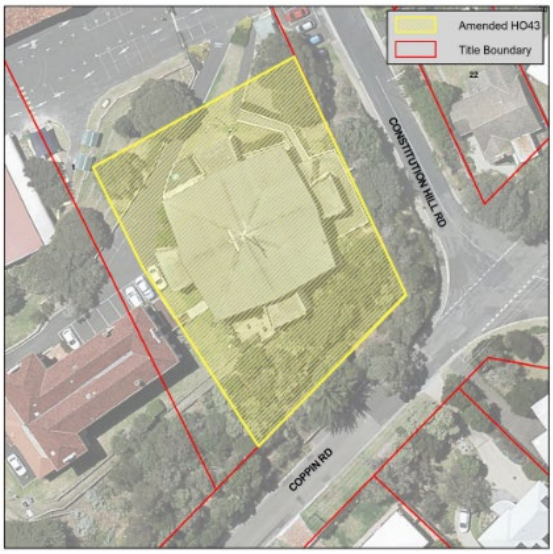
Comparative buildings:

Historically, few churches have existed in the more sparsely populated part of the Mornington Peninsula beyond Rosebud proper: the area west of Boneo Road that includes Capel Sound, Tootgarook, Cape Schanck, Rye, Blairgowrie, Sorrento and Portsea. Several of the congregations therein date back to the late nineteenth century and still occupy venerable stone buildings from that era: St John's Anglican Church in Sorrento (1874), St Andrew' Anglican Church in Rye (1882) and St Andrew's Presbyterian Church in Sorrento (1888). Rye's Roman Catholic congregation is of more recent origin, but still occupies its original pre-war timber church of 1930. While all of these early premises were necessarily enlarged, altered and expanded over subsequent decades, the present St Mary's Star of the Sea in Sorrento, is one of only two well-established churches in this large expanse of the municipality to be demolished and replaced in the post-war era. The other is the Presbyterian Church at Rye, which occupied a timber building in Lyons Street from 1904, which was replaced in 1969 by a modernist counterpart by architects K Murray Forster & Walsh. A small-scaled rectilinear building with steep gabled roof and

exposed rafters creating an A-framed profile, this church is merely representative of its era and lacks the distinctive centralized planning, contrasting materials and bold siting of St Mary, Star of the Seas, in Sorrento.

Architecturally, the Church of St Mary's Star of the Sea, is notable when considered more broadly amongst post-WW2 churches across the municipality. The original Roman Catholic Church of Our Lady of Fatima at Rosebud (1955), which was established by Oblate feathers from Sorrento, was a simpler and more conservative gable-roofed brick building with plain façade incorporating an arched niche. Located at 1313 Point Nepean Road, the church was demolished in the early 2000s when a new one was built in Hinton Avenue. Amongst those post-WW2 churches still standing are two striking Anglican examples by the partnership of Wystan Widdows and David Caldwell: All Saints, Rosebud (1962-63) and St Thomas, Langwarrin (1963-64) While both notable in their own right for overt Wrightian influences rarely seen in ecclesiastical architecture, they are still relatively conventional in their form and planning, with steep gabled rooflines and rectilinear naves contrasting with the low hipped roofline and centralized nave at Sorrento. Perhaps the nearest local counterpart would be the Presbyterian Church (now St David's Uniting Church) in Rosebud (1967), which has a centralized square plan and an unusual hyperbolic paraboloid roof. These broad similarities to the Church of St Mary's Star of the Sea, at Sorrento are hardly coincidental, as it was designed by the same architects, Smith & Tracey, in what represented a rare foray into Protestant church design.

Recommendations:
Recommended for amendment of the existing Heritage Overlay as shown on the map below.



Significant elements or design features:
Unusual roof form, limestone feature walls, tinted glass windows

Extent of fabric to be retained:
All of the building as well as original furniture and fittings (e.g. pews, altar, pulpit, Stations of the Cross, etc) and any earlier furniture and fittings retained from the original church on the site (notably the three stained glass windows in the front porch)

Additions and new buildings:
No further additions should be permitted to the street frontages

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	Yes
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No



Photo of interior of church, heritage ALLIANCE 2017

HERITAGE CITATION 317B

Heritage Overlay number:	**XXXXXX**
HERMES No.	XXXXX
Place Name:	Vermont
Address:	27 Coppin Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1915
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2018

Statement of Significance:

What is significant?
27 Coppin Road, Sorrento, is an Inter-War weatherboard house in its original garden setting, dating to circa 1915. It was built as a holiday home for Charles Jennings Tapp, and was later occupied by him as a permanent residence until at least 1923.

The weatherboard house appears to retain some of its Inter-War fabric. The front which faces Hiskens Street has a projecting gable with a decorative vent and a verandah to the side over the front door. The house is sited on a prominent rise and might have had views across the Bay. The garden setting and its orientation to a discontinued section of Hiskens Street adds to its significance.

How is it significant?
27 Coppin Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

27 Coppin Road, Sorrento is historically significant because it was constructed circa 1915 and is a fair example of an Inter-War dwelling. It was built by Charles Jennings Tapp and is moderately intact. (Criterion A)

The house retains some of its original features of an Inter-War dwelling, including weatherboard walls, iron roof, chimney, timber doors and windows, projecting gable and vent and side verandah. The retention of the unusual setting on a discontinued section of Hiskens Street enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

According to the Thematic History construction of holiday homes and weekenders steadily increased in the inter-war period and then again in the post-World War Two years, particularly on the west coast. However, by the 1980s the majority of seaside houses in the southern parts of the Peninsula, at Merricks Beach, Balnarring Beach and Point Leo were still used as holiday homes or weekenders, with few permanent residents. This situation has now changed, with an increase in permanent populations in most localities since the beginning of the 21st century. This has seen the conversion of larger holiday homes into permanent residences, and the loss of many smaller homes.

A major building wave began in the twentieth century in the inter-war period, with replication of suburban styles on new suburban seaside estates that emerged just before and immediately after World War One. The later part of this period, around World War Two, saw some experimental designs for holiday homes resulting in a range of floor plans, materials and situation. Often the post-World War Two house rose on stilts to get the views and house the car and boat underneath. [Butler & Context, 2012:108-9]

An early Parish of Nepean plan shows 27 Coppin Road as Lot 18, on an unnamed road. The name of the first owner on the plan is A. Wilkins and Hiskens Street is reserved even at this time. 27 Coppin Road has been subdivided several times and therefore tracing title information is rather difficult. Title information for Volume 9127 folio 777, was the subdivision of the original Lot 18 into two lots. The joint proprietors in 1976 of 27 Coppin Road are Thomas Curran of Northcote and Conrad William Reis of St Albans, Parish Priests, being Lot 1. In 1980 a mortgage was discharged to John Edward Bruce Currey for Lot 1 which is 27 Coppin Road.

An 1890 Sorrento locality plan from the NLA, copied below indicates that an early owner of Lot 19 Baths Road which later became 27 Coppin Road, was Rosanna Barwon. No information on her can be found. Hiskens Street is named as Government Road and the block extends along this road to what later became Dark Parade, a very narrow lane. The Flinders rates book of 1915 lists Charles Jennings Tapp of Albert Park as the owner of "Vermont" on Lot 19 Baths Road and he appears to own it for a number of years. In 1923 he is rated as resident owner of "Vermont" on Baths Road.



Sorrento Locality Plan, circa 1890s in collections of Nepean Historical Society, but sourced from National Library of Australia

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7: Building Settlements and Towns
Theme 7.8 Designing and building mansions, houses and holiday shacks

Sources:
State Library of Victoria Collections
Nepean Historical Society Collections
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:
27 Coppin Road is an unusual house in that it is oriented toward the south, unmade Hiskens Street road reservation rather than toward Coppin Road, which is its address. Both 27 and 29 Coppin Road must originally have been Hiskens Street properties, but the street was not continued to Coppin Road.

The small weatherboard dwelling has a masonry chimney with corbelling, in an iron roof, a projecting gable at the front with a decorative air vent and a side verandah over the front door. Facing Coppin Road is an original triple timber window. At the rear of the house facing Coppin Road are large new windows and a raised deck which do not add to the significance of the house.

Comparative buildings:

29 Coppin Road, Sorrento is a matching Inter-War building which faces the discontinued Hiskens Street directly opposite number 27 and is of a similar date, materials and size, but number 29 is more ornate and intact. The two buildings are the only buildings in this discontinued section of Hiskens Street. It was also built as a holiday home.

12 Rose Street, Sorrento (1890-1910) known as Pine Cottage is a similar, small weatherboard cottage built as a holiday home for the Browne family who also owned Ellambee facing the Bay, behind Pine Cottage. There are a number of these weatherboard holiday homes in East Sorrento.

23 Ossett Street, Sorrento (circa 1900-1920) was built as a rental property by the Tayton/Carbuhn family and has a similar design though on a smaller scale. It is fairly typical of cheaper houses built as holiday homes in Sorrento.

15 Newton Avenue, Sorrento (1921) is a weatherboard holiday home built for the Bedford family, similar to 27 Coppin Street in its simplicity of design and setting.

21 St Pauls Road, Sorrento (circa 1900-1910) an intact weatherboard house with a similar design of projecting front bay, side verandah and raised deck.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Projecting gable and verandah at front, timber windows, iron roof.

Extent of fabric to be removed:
New windows along Coppin Rod facade should be replaced with period windows which are more sympathetic.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 318

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXX
Address:	29 Coppin Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	1910-1930
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2018

Statement of Significance:

What is significant?
29 Coppin Road, Sorrento, is an Inter-War weatherboard house in its original garden setting, dating to circa 1910-1930. It was probably built as a holiday home for the Carlson family, and was later occupied by the Duckworth and Macklin families.

The Inter War weatherboard house appears to retain most of its original fabric. The front which faces a discontinued section of Hiskens Street has a projecting gable with decorative rendered panel, timber finials and eave brackets and a verandah to the side over the front door. The house is sited on a prominent rise and might have had views across the Bay. The garden setting and its unusual orientation to an unmade section of Hiskens Street adds to its significance.

How is it significant?
29 Coppin Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

29 Coppin Road, Sorrento is historically significant because it was constructed circa 1910-1930 and is a good example of an Inter-War holiday house. It was probably built by the Carlson family and is moderately intact. (Criterion A)

The house retains most of its original features of an Inter-War dwelling, including an asymmetrical front, weatherboard walls, iron roof, masonry chimney, timber doors and windows, projecting gable with decoration and side verandah with valance. The retention of the setting on a discontinued Hiskens Street enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of

buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

According to the Thematic History construction of holiday homes and weekenders steadily increased in the inter-war period and then again in the post-World War Two years, particularly on the west coast. However, by the 1980s the majority of seaside houses in the southern parts of the Peninsula, at Merricks Beach, Balnarring Beach and Point Leo were still used as holiday homes or weekenders, with few permanent residents. This situation has now changed, with an increase in permanent populations in most localities since the beginning of the 21st century. This has seen the conversion of larger holiday homes into permanent residences, and the loss of many smaller homes. A major building wave began in the twentieth century in the inter-war period, with replication of suburban styles on new suburban seaside estates that emerged just before and immediately after World War One. [Butler & Context, 2012:108-9]

A Sorrento locality plan of the 1890s from the National Library of Australia, indicates that the owner of 29 Coppin Road was Jane Murdison. Hiskens Street is named as 'Government Road' and the block extends along this road to what later became Dark Parade, a very narrow lane. An early Parish of Nepean Plan shows Lot 17, was first alienated by A. Wilkins with an early road reservation. Further information has come from titles searches. Certificate of title for Vol 1903 and folio 478, owner is Jane Murdison of May Street Richmond, the wife of George Murdison painter of Richmond, dated 1887. In 1906 the property was transferred from the Murdison family to Annie Wilson of Camberwell. Then in 1915 it was transferred to John August Carlson of Box Hill and the house was probably constructed at this time. It was then owned by his daughters Janet and Dorothy until 1941 when the property transferred to Annie Effie Duckworth of Seddon. In 1966 the property was subdivided into 3 lots along Hiskens Street. Annie Duckworth is now described as a resident of Sorrento and the owner of Lot 1 being 29 Coppin Road. In 1972 the property was transferred to Vera Lillian Macklin of Wangaratta.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7:	Building Settlements and Towns
Theme 7.8	Designing and building mansions, houses and holiday shacks

Sources:

State Library of Victoria Collections
Nepean Historical Society Collections
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:
29 Coppin Road is an unusual house in that it is oriented toward the north facing the Hiskens Street road reservation rather than toward Coppin Road which is its address. This section of Hiskens Street has never been made and as a result is an area of steep scrub with an unmade pedestrian track through it.

The house is sited at the top of a steep block above Coppin Road and is an Inter-War asymmetrical weatherboard with an iron roof. The front has a projecting gable with a projecting timber bay window with a flat roof and a rendered panel at the top of the gable with decorative eave brackets and a timber finial. The entry porch to the west of the gable is an enclosed room with timber windows, decorative verandah valance detailing and turned timber posts. There are additions to the rear and side. The facade facing Coppin road has another projecting gable with decoration which matches the front gable and a timber finial and a single timber multi-pane window.

Comparative buildings:

27 Coppin Road, Sorrento is a similar Inter-War building which faces the discontinued Hiskens Street and is of a similar date, materials and size. The two buildings are the only buildings in this discontinued section of Hiskens Street. It was also built as a holiday home though is less intact than number 29.

10 Coppin Road, Sorrento (1910-1920) has some of the decorative details and timber windows similar to Coppin Road, including eave brackets, gable decoration and verandah valance which is very similar.

12 Rose Street, Sorrento (1890-1910) known as Pine Cottage is a similar, small weatherboard cottage built as a holiday home for the Browne family who also owned Ellambee facing the Bay, behind Pine Cottage. There are a number of these weatherboard holiday homes in East Sorrento.

20 Newton Avenue, Sorrento (1935) is an Inter-War home built for James McKean who worked at Fort Nepean. It has a projecting bay and side porch with ornate timber windows.

21 St Pauls Road, Sorrento (circa 1900-1910) an intact weatherboard house with a similar design of projecting front bay, side verandah and raised deck.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Projecting gables and verandah, timber windows and doors

Extent of fabric to be retained:
All of the house excluding the additions at the rear

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 327

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Linlithgow
Address:	36-38 Darling Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	1902
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
36-38 Darling Road, Sorrento known as Linlithgow, is a Federation limestone house in its original garden setting, dating to 1902. It was built for the locally significant Clark family, and was occupied by members of their family for 40 years. The property was later owned by the Douch and Fraser families.

The limestone house retains some of its Federation fabric, excepting the new colorbond roof and replacement windows in the front gable. It has an asymmetrical façade with a single projecting gable, with decorative timber bargeboards and verandah to the side. It is sited at the rear of a large allotment on a prominent site on Darling Road.

How is it significant?
36-38 Darling Road, Sorrento known as Linlithgow is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

36-38 Darling Road, Sorrento known as Linlithgow is historically significant for its association with the Clark family. The property was constructed 1902 and is a fair example of a Federation limestone house. It belonged to a well-known and influential local family who occupied the house for 40 years and ran a local butcher's shop on Ocean Beach Road. (Criterion A)

The house retains a number of original features of a Federation house, including limestone walls, a projecting gable and verandah over the entrance. It appears to be fairly intact although it has a new colorbond roof and inappropriate windows on the front gable. The retention of the garden setting, on a prominent site enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of

buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History has a brief section on the development of Sorrento's retail area on Ocean Beach Road. As Linlithgow was occupied by retail operators for over 50 years, and is located just behind Ocean Beach Road this section has relevance to this property. At Sorrento, Ocean Beach Road developed rapidly as the main commercial spine of the town from the 1880s and today there is ample evidence of the types of business premises which were established at the northern end of this road to service the holiday-makers and local residents. The Oriental Coffee Palace and the Stringers Stores are the most intact examples of commercial developments of the 1880s while more modest shops appear to have been redeveloped at the turn of the century. With their central commercial and service role in the community, local shops were sometimes associated with prominent local families and individuals. Shops such as Morley's Shop, built in 1903 for Edward Morley were also hailed as contributing to the architectural worth of the town. [Butler & Context, 2012:96-98]

Flinders Heritage Study states that rate books reveal that the house was built for Mrs Mary Clark, wife of John Boswell Clark junior in 1902. *The Mornington Post* of 30 August, 1902 reported the house being built for Mr Jack Clark of the Butchers shop in Ocean Beach Road. JB Clark Snr had built the Mornington Hotel in 1876 and his son had been born there to Mary Ann (Skelton) and John Boswell Clark Snr in 1869 and died in 1928. He and his brother owned a butcher's shop near the corner of Kerferd Avenue. The Clarks owned the house until 1942 when it was sold to Margaret and Norman Douch who also ran a store on Ocean Beach Road and lived in Linlithgow until 1968 when Mrs NM Fraser bought the house. [Context 1992, 1997]

The first member of the Clark family to settle at Sorrento was John Boswell Clark, also known as Lugger jack. He worked the lime kilns and lime craft on the Bay and he married Mary Ann the daughter of Edward Skelton. His numerous offspring married into local families and he eventually built the Mornington Hotel next to his small limestone cottage on the Esplanade. Clark's plans for a hotel sent the two existing hotel owners to court to stop him. He was represented by the renowned lawyer JL Purves, of 14 Cove Avenue, Portsea. Clark won and the hotel was built in 1876. The family owned the hotel until 1952. [Hollinshed, 1982:110]



Photo of the Clark family VNEP-p735- Clark family, Nepean Historical Society

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.3: Establishing commercial and retail centres

Sources:

Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A Federation limestone house on a large allotment with an asymmetrical front. Like many other properties in Sorrento the choice of a red colorbond roof detracts from the appearance of the house. There appears to be a decorative brick band on the front gable. The sills appear to be picked limestone. The front gable has an original timber bargeboard which is very similar to the one on *Illabarook* in Point Nepean Road. The three windows in the front gable are not original and they should be replaced with more appropriate windows. The verandah on the side has an original metal post but has no verandah decoration. The house has a timber door with sidelights and fanlight and a timber window with matching sill to the front gable window. The limestone walls might be painted over with something but it is unclear what.

The house is sited at the rear of a large corner block behind Ocean Beach Road. At the front is what may be a copy of the original wooden picket fence and gate and the garden has stone retaining walls and remnant plantings, including a large cypress at the front and a smaller one at the back.

Comparative places:

Illabarook, 3415 Point Nepean Road, Sorrento (1878), an all-limestone house that is claimed to be built by George Morce, although the source of this information is unknown. It is stylistically similar to many other

Federation homes in this period including Linlithgow with the same projecting gable with timber bargeboards but an ornate three bay window and modern infill over the original verandah and front entrance. It is the most comparative house to Linlithgow, stylistically.

Maroondah, 8 Boroondara Road, Sorrento (1901), an all-limestone house owned by the Hiskens family who built Illabarook and also said to be built by Morce, is a less refined style than Illabarook with a projecting front gable, side entrance with verandah over, and Federation styling in timber eave brackets and gable decoration. The stonework is refined and of a quality that matches Illabarook and Linlithgow.

849-853 Melbourne Road, Sorrento built by William Joseph Croad (1898), is a limestone, asymmetrical residence that was built by the local builder, for his own family. It is a refined example of both all-limestone and brick quoining.

Pembroke 877 Melbourne Road, Sorrento (1905), was built by William Skelton, a local stonemason for his own family as the second family home. The house is similar to Linlithgow with an asymmetrical front, timber bargeboard decorations to the projecting gable front and timber finials.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The asymmetrical front, limestone walls, chimneys, timber door and metal verandah post. Front picket fence and remnant garden elements.

Elements that could be removed:
The red colorbond roof should be removed and replaced with galvanised iron unless there is good evidence of the roof always being red, the three windows in the gable front should be replaced.

Garden and landscape:
A large area of garden should be maintained at front of house to preserve views from Darling Road.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 332

Heritage Overlay number: **XXXXX**

HERMES No:	XXXXX
Place Name:	Dalwhinnie
Address:	17 Esplanade, Sorrento
Place Type:	House
Construction dates:	1913
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo Sourced from Panoramia 2017, as property is not clearly visible from street

Statement of Significance:

What is significant?
17 Esplanade, Sorrento, known as Dalwhinnie is a Federation, weatherboard house built in 1913. The house was built by George Selth Coppin's Sorrento Tramway Company Limited, to provide accommodation for the manager of the steam tramway which ran past the house.

The building retains some of its original fabric but has lost some of its integrity due to alterations. The setting of the building has been adversely compromised by developments at the front which have blocked views of the house from Esplanade.

How is it significant?
17 Esplanade, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
17 Esplanade, Sorrento known as Dalwhinnie, is historically significant because it was constructed in 1913 and was the home of the Sorrento steam tramway manager for 8 years. It is the only extant building associated with the significant Sorrento Tramway Company. Later it was used as a holiday house for the Wimpole family for 74 years. (Criterion A)

The building retains some original features, such as projecting gables, weatherboard walls, roughcast decoration and ornate bargeboards and finials. Some of the casement windows might be original. Its original location along the route of the tramway from the foreshore to the Back Beach adds to its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History discusses the importance of ferries and bay steamers to the development of the Peninsula as a tourism destination and the ferries were directly linked to the development of the Steam tramway which occasioned the building of Dalwhinnie for the steam tramway manager, next to the sheds housing the trams.

Ferries played an important role in the development of tourism in the nineteenth century. As early as 1868, George Coppin, actor, philanthropist and land developer, was trying to develop Sorrento as a seaside resort town. Coppin invested 14,000 pounds in an excursion steamer to provide a regular service from Melbourne. George Coppin was managing director of the Sorrento Tramway Company Limited, which built a horse and steam powered tramway in 1889 as a vital ancillary to water transport. The tramway linked the steamer service with the nearby picturesque ocean beach, specifically the Ocean Amphitheatre. Coppin also built the Continental Hotel and, in an effort to attract visitors to these key sites, he devised the steam tram to connect the jetty to the Back beach via Ocean Beach Road. This was immensely successful. The tram operated until 1920 when two steam engines and six carriages were operational. [Butler & Context, 2012:71-2]

Charles Gavan Duffy alienated a large section of land along the Bay in Sorrento and with his neighbour W. Cockburn, started to subdivide and sell off blocks as part of Bella Vista Estate. When Duffy advertised the Estate, in the 1870s the Sorrento Hotel was already built on the prominent site overlooking the Bay and pier and opposite a public park reserve.

Sorrento's popularity as a seaside resort began when George Selth Coppin bought 225 acres of Sorrento township and began reorganising the allotments to suit his many business interests and promote the town to investors and tourists. Coppin's Continental Hotel was built on Ocean Beach Road in 1875 and shortly thereafter others began to build houses and lodging houses between the Bay and Melbourne Road. Later, Coppin constructed a road to service his 'Ocean Amphitheatre' at the back beach and get passengers from the Bay steamers to the ocean beach. In 1890 he constructed the tracks for his tramway which was both steam and horse powered and ran from the jetty, along Ocean Beach Road to the Back Beach.

A brass plaque on the front gate of Dalwhinnie reads; "Henry Watts tramway manager lived in the house with his family for the last seven years of the Steam Tram's operation. He and his father had a close association with the building and management of the tramway. It is believed that an earlier cottage existed on the site and was demolished soon after the house was built. In 1921 the home and surrounding land was purchased by the Wimpole family for a holiday house and named Dalwhinnie. The Wimpoles owned the George Hotel in St Kilda. The house was sold by the Wimpole family in 1995." [Plaque on front gate of 17 Esplanade]

The Watts family are well-known locally as they have contributed to a great deal of oral history of the area. Henry Watts was born just south of Dalwhinnie, in a limestone cottage next to the former Mornington Hotel. His father John jumped ship to work in the lime kilns and later used the lime to build roads to the Back Beach for Coppin. Henry worked on the trams as a driver for 17 years, until it closed. [Hollinshed, 1982:154-155]



Sorrento, source National Archives Australia. Circa 1911. Dalwhinnie is not in the photo. The tram sheds are clearly visible just north of where Dalwhinnie was built.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 5: Establishing Communications
Theme 5.2.5 Ferries and Bay Steamers

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Dalwhinnie is a weatherboard and iron roofed Federation bungalow. The building has projecting gables to the front and side with ornate timber bargeboards, finials, roof and eave brackets typical of Federation period detailing. The side gable which forms the entrance has a door hood. A large bay window at the front has casement sash windows, decorative brackets, roughcast decoration, and a circular air vent. The older section has limestone footings and a Voysey-esque chimney.

Additions to the east side does not improve the appearance of the house but look like they have been there for a long time. Some sash windows appear to be more recent.

Comparative buildings:

6 King Street, Sorrento (1890-1910) is an ornate timber Federation bungalow with projecting roof gables in an encircling verandah with ornate timber decoration. The level of decoration is similar, and highly decorative Federation houses are unusual in Sorrento.

200 Ocean Beach Road, Sorrento (1899) is an ornate Federation cottage with an unusual curved verandah decoration in timber and projecting bay windows, built by the Tayton family who owned a hardware business in Ocean Beach Road.

Acton Hill, 3380 Point Nepean Road, Sorrento (1910) is a large two storey timber and concrete block Federation house with projecting gables and decorative bargeboards, shingle cladding in timber and roughcast. The location of Acton Hill above Dalwhinnie might have inspired the ornate design of Dalwhinnie.

Sorrento House, 3409 Point Nepean Road, Sorrento (1915) is a large two storey, concrete block house with a slate roof, ridge tiles, and large upper storey projecting over the front verandah. The federation details are comparative even though the scale of the building is not.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Roof line, chimney, bargeboards and weatherboards

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 333

Heritage Overlay number:	**XXXXXX**
HERMES No:	XXXXX
Place Name:	former Mornington Hotel
Other Names:	Koonya Hotel
Address:	1 Esplanade, Sorrento
Place Type:	Hotel
Designer/architect:	Unknown
Construction dates:	1876, 1913, 1954, 2001
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Image from Nepean Conservation Group website, accessed August 2018

Statement of Significance:

What is significant?
1 Esplanade, Sorrento known as the former Mornington Hotel, is a Late Victorian two storey corner hotel, dating to 1876. It was built for the Clark family and was occupied and run by members of their family for 76 years as a local pub, rather than for tourist accommodation.

The hotel retains most of its original fabric, including limestone walls, the corner setting on the most prominent site in Sorrento for visitors who arrive by boat. It has a symmetrical façade with double storey verandah, added in 1913. There are large timber windows on both levels. The hipped iron roof has a corner over the door and no eaves.

The prominent corner setting contributes to the significance of the place.

How is it significant?

1 Esplanade, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
1 Esplanade, Sorrento is historically significant as it was constructed in 1876 and is a good example of a Late Victorian, corner hotel. It is an unusual hotel form for the Mornington Peninsula, was the favourite bar and hotel of local residents and fishermen and is fairly intact. It is also significant for its association with the locally well-known Clark family who built and ran the hotel for 76 years. (Criterion A & B)

The hotel retains a number of original features of a Late Victorian hotel, including limestone walls, hipped roof, sash windows and a two storey verandah added in 1913. The retention of the corner setting on a prominent site on the Sorrento foreshore enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Although the Mornington Hotel was constructed in 1876, the Thematic History does not mention it in the section on early Inns and Hotels, which is remiss. Its survival into the twenty first century as a still functioning restaurant and bar is remarkable. The only other extant hotels of this period in Sorrento are the Continental and the Sorrento Hotel. [Butler & Context, 2012:100]

Flinders Heritage Study states that a limestone hut was built on this site by an unknown builder possibly for the owner of a beach front lime kiln, G Baker, in approximately 1850. Later John Boswell Clark purchased the building and the surrounding two acres. Nepean Historical Society have a photo of this early cottage which belonged to George Coppin. [Nepean Historical Society

Construction of the Mornington Hotel was commenced around 1876 amidst opposition from the two rival hotel owners, P.Martin of the Sorrento Hotel and G.Coppin of the Continental who took the matter to court unsuccessfully. The Clark family moved into the hotel in 1878. The hotel remained within the one family until 1952, and was a highly successful business during and after the tourist boom of the turn of the century due to its relative proximity to the beach and the jetty. A verandah with balcony was added in 1913, built by Harry Watts. The original limestone cottage was demolished in 1954 to make way for the modern extension. [Context 1992, 1997:186]

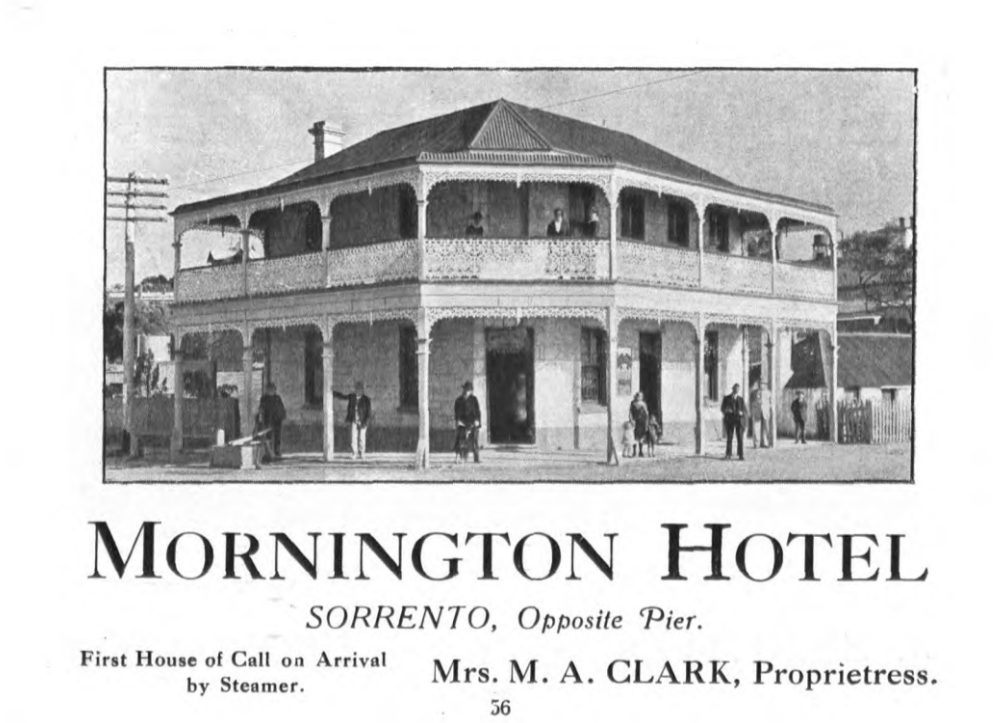
The Nepean Conservation Group has a very informative website with excellent photos of the hotel. They state that the Koonya has had a mixed history. The original building survives today as the corner piece of a large accommodation (apartments and motel style) and entertainment precinct. It began as a humble, solid limestone building on the foreshore to accommodate visitors. In the 1990s the then Flinders Shire sold the steeply sloping land behind the hotel and developers applied to build on the land. In 1994-95 it was proposed to build 2-storey buildings at the top end of the site, opposite Stringers Store, which effectively blocked any views from the town to Port Philip Bay. The unanimous community view was that this proposal should be rejected. In 1997 the developer

agreed to sell half the land and contribute $70k towards the establishment of the public park. The community set up a public appeal. By September 1998 the triangular piece of land was transferred to the Mornington Peninsula Shire, protected by covenants requiring the Shire to preserve the park as a public facility for all time. In the meantime the development had grown to include 35 detached or semi-detached houses plus 14 motel units, with the original Hotel on the corner retained. At this time the Koonya was in an almost ruinous state. The Koonya development was approved in 1999. The park was named 'The Park at Stringer's Corner'. Construction of the $20m development began in February 2001. The first residents moved into their luxury apartments in 2003. The park took a little longer to establish, but it is now a well vegetated, much used public place with magnificent views over the Bay and splendid views of the Continental Hotel. [http://www.nepeanconservationgroup.org.au/all-business-listings/clark-s-cottage-mornington-hotel-the-koonya-hotel.aspx]

The first member of the Clark family to settle at Sorrento was John Boswell Clark, also known as Lugger jack. He worked the lime kilns and lime craft on the Bay and he married Mary Ann the daughter of Edward Skelton. His numerous offspring married into local families and he eventually built the Mornington Hotel next to his small limestone cottage on the Esplanade. Clark's plans for a hotel sent the two existing hotel owners to court to stop him. He was represented by the renowned lawyer JL Purves, of 14 Cove Avenue, Portsea. Clark won and the hotel was built in 1876. The family owned the hotel until 1952. [Hollinshed, 1982:110]



Image of Mornington Hotel, circa 1900 sourced from Nepean Conservation Group website www.ncgvic.org.au, accessed August 2018, note the small limestone cottage to the right, demolished 1950s.



Advertisement for Mornington Hotel from the 1917 Illustrated Guide to Sorrento, note the small cottage next door to the hotel and the ornate ironwork verandah.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.4: Early Inns and Hotels

Sources:

1917 Illustrated Guide to Sorrento
State Library of Victoria
Nepean Conservation Group Website
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The two storey, symmetrical Late Victorian limestone hotel has a double verandah and hipped iron roof. The verandah no longer has ornate lacework which is evident in early photographs, and the hotel has been extended to the south with a new restaurant and accommodation units.

The main entry to the building is on the corner facing the Bay, with windows symmetrically placed on either side that can be seen in early photos. The two storey verandah wraps around the building with timber posts, contemporary fretwork detailing and balustrade.

The address, 1 Esplanade Sorrento includes a property known as Morgan's which in the past had the address 7 Esplanade. It is not included in this citation although the property boundary now includes it. Morgan's is a contributory property to Sorrento Historic Precinct Foreshore Area.

Comparative buildings:

Nepean Hotel, 1871, (demolished) was an all-limestone residential hotel in Portsea, created mainly for accommodation. Its scale was much larger than the Mornington and it was more in the style of a lodging house than a hotel.

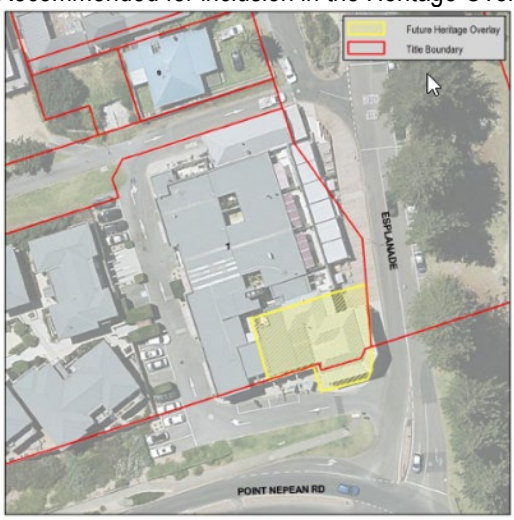
Continental Hotel, Sorrento 1875 is an all-limestone four storey hotel with bar on lower levels and accommodation above. It was built for tourists rather than locals and had a scale and presentation to match.

Sorrento Hotel, Sorrento 1872 is a brick and limestone hotel above the jetty and close to the Mornington Hotel. The hotel was also built for tourists and accommodation rather than as a pub.

The Royal Hotel in Mornington, 1857 is a much earlier and far grander residential hotel in an ornate Victorian filigree style.

Other surviving hotels include Rosebud circa 1937 and Dromana circa 1898 and 1926 which is no longer comparable due to extensive twentieth century alterations.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
The symmetrical arrangement of windows and door and corner facade.

Fabric which could be removed:
The timber verandah balustrade and valance could be removed and replaced with ornate lacework as seen in photos from 1917.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 339

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	
Address:	115 Hemston Avenue, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1883
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
115 Hemston Avenue, Sorrento, is a Late Victorian cottage that has been extended at least twice. The first owner James George Watson probably built the house in circa 1883 and the Watson family lived in it until the 1970s. It is an early example of limestone and brick quoining in a domestic scaled building in Sorrento.

The cottage retains some of its original fabric although it has been extended. It has a symmetrical façade, limestone walls, hipped roof, two red brick chimneys and quoining which has been rendered. The central front door has two windows either side and no verandah. There are two extensions to the original cottage which aren't of significance, a 1990s limestone extension and a small limestone cottage from 2013.

How is it significant?
115 Hemston Avenue, Sorrento, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
115 Hemston Avenue, Sorrento is historically significant for its association with the Watson family. The property was constructed circa 1883 and is a rare, early example of a Late Victorian limestone and brick dwelling. (Criterion A & B)

The house retains a number of its original early features including limestone walls, brick quoining, hipped roof, corbelled chimneys, and symmetrical front. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of

buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History has a brief section on the importance of lime to the area which stretches from Rye to Point Nepean and is known as Nepean Peninsula. Lime burning was particularly influential in the formation and development of many of the coastal towns on the Nepean Peninsula. The use of limestone became an important building technique. Hence, the area between Blairgowrie and Portsea is remarkable for the unusually large numbers of limestone buildings (over 100) ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. Good examples include the Continental Hotel and St Johns Church of England, both in Sorrento.

Limestone was initially shipped to Melbourne for burning until air pollution in the rising township meant it had to be burnt on the Nepean Peninsula. Lime was also used extensively in local buildings, particularly in Portsea and Sorrento, from the 1870s. Limestone became a popular local building material during the second half of the nineteenth century: around the turn of the century, the use of limestone with decorative quoins, first red brick and then concrete block, is characteristic of the Portsea-Sorrento area. [Butler & Context, 2012:53-54]
The Flinders Heritage Study states that this property was alienated by CG Duffy in 1863 and was probably purchased by James George Watson in about 1888. James George Watson's family came from England sometime after the 1850s. Watson's descendants believe he built the house himself. Watson was a plasterer known as "bricky" who married Margaret Webster, daughter of William Webster, in 1879. During the depression he went to WA to look for gold and died there in 1925. Margaret Watson also died in 1925 at Sorrento. The family retained the building until the 1970s. [Context 1992, 1997:248-9]

The Nepean Historical Society has undertaken some research on the Watsons as this family are not the same as the Watson fishing family from Weeroona Bay and St Pauls Road. 115 Hemston Avenue which was a Hotham Road address was sold by Charles Gavan Duffy to Margaret Watson on 31st July 1883. The Watson family believe that Watson, an English plasterer, had built his limestone house in 1882. However the rates books indicate that he did not own the property until 1888. This creates some confusion about the dates of construction and so 1883 has been used as it is the date the family believe Margaret Watson became the owner of the property. [Nepean Historical Society, Watson family file]

Margaret Watson had been a Webster. Their children, William Roy and Alfred Henry bought 23 Croad Street, to the rear of 115 Hemston Avenue in 1939. 23 Croad Street later became the property of Alice May Hosie who was the daughter of James and Margaret Watson. 23 Croad and 115 Hemston are therefore closely associated by family relationships.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Theme 4: Utilising natural resources
Theme 4.1: Lime

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A symmetrical Late Victorian cottage built of local limestone with painted brick quoining. Another cottage from 2013 and an extension to the north from the 1990s is not of significance. The cottage has a hipped iron roof, brick chimneys, timber windows and door.

Comparative buildings:

Lystra, 5 St Pauls Road, Sorrento (1887) is a small all-limestone fisherman's cottage built by the other Watson family with a similar pared down symmetrical front without eaves or verandah. This cottage is also claimed to have been built by the owner.

Ford House and Outbuildings, 28 Farnsworth Avenue, Portsea (1874) is a similar all-limestone building without front verandah, and a pared down symmetrical front.

38 Hotham Road, Sorrento (1887) is a limestone house built for the Hughes family, with a symmetrical front hipped roof and a front verandah with ornate lacework.

The cottage is unusual in that it is one of the earliest small scale buildings built of limestone and brick in Sorrento by a family which might have built it themselves. The simplicity of the design is comparable to others in this early period that are associated with early fishing or lime burning families.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the lot as defined by the title boundaries.

Significant elements or design features:

Limestone walls, brick chimneys, quoining should be stripped to reveal brick.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 348

Heritage Overlay number:	**XXXXXX**
HERMES No.	XXXXX
Place Name:	Sorrento Hotel
Other names:	Hotel Sorrento
Address:	5-7 Hotham Road, Sorrento
Place Type:	Hotel
Designer/architect:	Hennessy & Deakin
Construction dates:	1872-1920
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Heritage Alliance 2017

Statement of Significance:

What is significant?
5-7 Hotham Road, Sorrento, known as the Sorrento Hotel is a Late Victorian, limestone and brick hotel built in a number of stages from 1872. The section that now fronts Austin Ave was designed by Hennessy and Deakin and built by John Farnsworth and may be the first example of limestone with brick quoining construction on the Nepean Peninsula.

The building retains some of its original fabric but has lost some of its integrity due to alterations. The setting of the building has been adversely compromised by adjoining developments which have blocked views to the Bay and the lower level has been enclosed by an intrusive addition.

How is it significant?
5-7 Hotham Road, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
5-7 Hotham Road, known as Sorrento Hotel is historically significant because it was constructed in 1872 and has operated as the Sorrento Hotel for 146 years. It is the oldest extant hotel on the Mornington Peninsula. The hotel is also associated with the play, *Hotel Sorrento,* by Hannie Rayson which is very well known Australia wide, and which was made into an award winning feature film in 1995. (Criterion A)

It is possibly the first example of a limestone building with brick quoining for windows, doors and edges, and is the earliest extant hotel on the Mornington Peninsula. It is also the earliest building known to have been constructed by well-known builder, John Farnsworth whose family also subsequently became significant. (Criterion B & H)

The building retains a number of original features; a square tower, lacework verandah, eave brackets and limestone walls with brick quoining which is of local significance, being possibly the earliest example of this building technique on the Mornington Peninsula. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. This building demonstrates the skill of local builders in adapting local materials to different architectural styles. (Criterion D & E)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne

to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

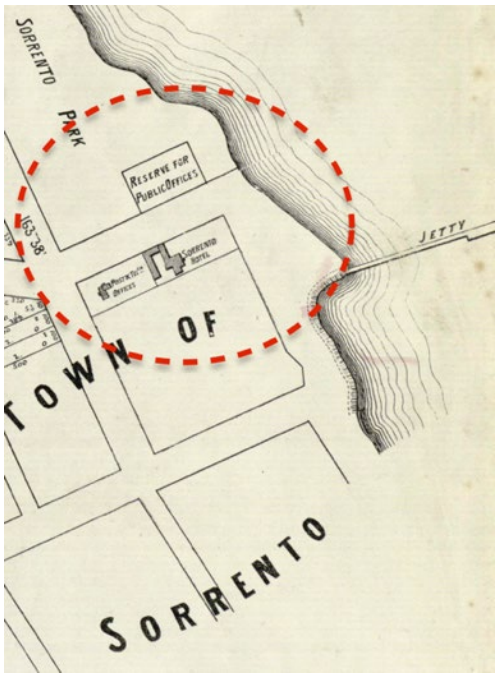
By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Charles Gavan Duffy alienated a large section of land along the Bay in Sorrento and with his neighbour W.Cockburn, started to subdivide and sell off blocks as part of Bella Vista Estate. When Duffy advertised the Estate in the 1870s, the Sorrento Hotel was already built on the prominent site overlooking the Bay and pier and opposite a public park reserve. The first Sorrento post office was next door and the site of a Police Station was reserved across the road.



Extract of Map of Bella Vista Estate, Sorrento, Source, State Library of Victoria

Sorrento's popularity as a seaside resort began when George Selth Coppin bought 225 acres of land where Sorrento township is now, and began reorganising the allotments to suit his many business interests and promote the town to investors and tourists. Coppin constructed a road in 1889 to service his Ocean Amphitheatre at the back beach and provide tracks for his steam tramway that began taking passengers in 1890. Coppin's Continental Hotel was built on Ocean Beach Road in 1875 in direct competition to the Sorrento Hotel, already in place by 1872. [VHD Continental Hotel]

The Thematic History makes no mention of the Sorrento Hotel, which is strange, given its early date. It goes on to describe early hotels in Portsea and Rye. The early hotels at Portsea and Rye included the Nepean Hotel at Portsea (demolished) which started in 1870 and the Gracefield, later Rye hotel, which started in another location as the Tootgarook Inn in the 1850s. The original licence to the Portsea Hotel was granted to Alexander Watson at the Court of Petty Sessions, Sorrento on 9 December 1876. This section of the Thematic History makes it clear that the Sorrento Hotel is the earliest extant hotel on the Peninsula. [Butler & Context, 2012:99]

According to the Flinders Heritage Study, the first section of the Sorrento Hotel was built in 1872 for P.J. Martin, the owner of the Australian Brewery who later lived at 92 Hurstwood Road in the 1880s. The building was designed by Hennessy & Deakin and constructed by builder/mason John Farnsworth who came from Adelaide for the construction contract and then stayed to build a number of well-known buildings on the Peninsula. The first hotel licence was granted in 1872, which might be the earliest licence for a hotel on the Nepean Peninsula. [Context 1992, 1997:241]

In 1873 The Argus was advertising for tenders to construct an additional 32 rooms in the hotel to the design of Michael Hennessy, architect. [Argus 25 Aug 1875:2] Tenders are continuously advertised in The Argus over the next three years. Hennessy and Deakin were also inviting tenders for additions to the Continental Hotel. [The Argus 7 Sept 1877:2] In 1877 and 1878 tenders were invited for masons, bricklayers and carpenters and then for painters. [The Argus, 1 Nov 1877:7 and 6 Aug 1878:3]

The original section of the two storey hotel, with central tower and second storey verandah, was extended to the east and west with an austere two storey addition which in 1887 was reviewed by the Argus. "It is a fine hotel in

every sense, solidly built of stone with accommodation for a hundred resident visitors, comfortably furnished, well managed, clean commodious, wholesome and much may freely be said, but it has no balconies worthy of the name, the architect who planned such an hotel, and neglected to provide balconies all round about, must either have been a new chum or one destitute of all appreciation of the first exigencies of controlling the summer lite (sic) in Australia." [The Argus, 31 Dec 1887:5] Compared to the oldest section of the hotel, the new accommodation wings were very unadorned. The views were unsurpassed in Sorrento as the hotel is still located on the highest ground in Sorrento with what was once an unobstructed view of the Bay.

The earliest photo below shows the earliest two storey section with central tower over the arched entrance and an upper balcony with lacework. The photo also indicates that the sections that are now face brick were all rendered in the 1880s. The later sections of the hotel, the west and east accommodation wings, are all-limestone.

John Farnsworth, a prolific local builder, built the Sorrento Hotel in 1872 although there is no definite reference for this information other than in Hollinshed. Hollinshed has two conflicting dates for the Nepean Hotel but as far as is known, the Sorrento Hotel was the second building he built after he arrived from South Australia, but this needs to be researched further. Farnsworth had built the Nepean Hotel in Portsea (demolished) for James Ford possibly in 1871. After the Sorrento Hotel, he built The Anchorage for George Selth Coppin and Seacombe, later known as Hindson House in 1873. [Hollinshed, 1982:119] [Context 1992, 1997] All these early Farnsworth buildings are limestone, and make extensive use of verandahs, lacework, pendant eave brackets, picked sills, lintels and edges. Only Hindson House and Sorrento Hotel have brick quoining, which is now rendered and also have towers.

The Sorrento Hotel is one of the earliest example of limestone and brick construction on the Nepean Peninsula. This technique of limestone walls with extensive areas of brick quoining became hugely popular on the Nepean Peninsula at the turn of the century. The use of cut limestone blocks and brick quoining was commonly used in South Australia where Farnsworth migrated from, but is a more unusual technique for buildings in Victoria where limestone is not commonly available. The easy availability of limestone on the Peninsula and skilled artisans to cut and cart it, would have made limestone an easy choice to a builder familiar with stone masonry techniques. The use of brick in limestone buildings was common to achieve sharper corners, arches and the faceted bay design of the windows. The brick quoining of the Sorrento Hotel was designed to be rendered, as early photos indicate, but in later years builders used exposed brick to provide decorative relief to the limestone walls, with coursing, banding and patterning, with some local builders developing incredibly fine techniques in this style.

The Sorrento Hotel is also significant for its association with the well-known play *Hotel Sorrento*, written by Hannie Rayson that premiered in 1991 and was made into a feature film in 1995. The play has been produced multiple times over the decades and is known as one of her most loved plays and frequently produced works. [Hannie Rayson, www.wheelercentre.com/people/hannie-rayson]



Sorrento Hotel, Fred Kruger Photographer, between 1880 and 1882? Source, State Library of Victoria



The Sorrento Hotel, Sorrento, Rose Stereograph Co, c.1920-1954, Source, State Library Victoria.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and townships
Theme 7.4: Early inns and hotels
Theme 7.5: Lodging people

Sources:

Wheeler Centre website, October 2018
Victorian Heritage Database
The Argus newspaper
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*

Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

5-7 Hotham Road, Sorrento is a two storey limestone and brick, Victorian Italianate hotel that has been extended in numerous stages since 1872. The hotel is sited on a high promontory overlooking the Sorrento jetty with distant views from the square tower to Melbourne. The front façade of the hotel faces the Bay but in recent decades has had the views built out by an apartment complex. The gardens of the hotel have been built over and the ground floor level front façade enclosed and a road, Austin Ave runs straight past what was the front facade. The entrance to the hotel is now on the west side of the building on Hotham Street.

The earliest section, has two storeys, and a square tower above that with a viewing platform at the top. The top storey has a verandah with decorative lacework. The tower is flanked by two projecting faceted bays with three windows in each. The tower has pendant eave brackets under the hipped iron roof. The ground floor and an area around the front facade is now enclosed in a glassed-in restaurant.

The eastern and western façades have a different construction style, with face limestone and rendered quoins and sills. The plain and unadorned accommodation facades to the east and west are all-limestone with no decoration or quoining.

The western façade has not been enclosed but has been altered with a new ground floor entrance to a cellar and a rear deck extending to the south. The eastern façade on Cooper Grove has also been built in with ground floor weatherboard extensions housing kitchens and service areas.

The building appears to be in fair condition, is located in its original position, but without its original setting which gave it prominence and context. The additions to the lower front façade detract from the building's significance as does the replacement of some windows with solid glass, and concrete sills instead of stone. The exposure of areas of brick quoining is not original and early photographs confirm that by the 1880s the brickwork was rendered with ashlar ruling. Internally some areas of limestone and brickwork were also rendered, indicated by the depths of architraves and rough appearance of the brickwork fill. In some other areas, the stonework had black tuckpointing.



Areas of remnant black tuck pointing in internal areas. Source, heritage ALLIANCE 2018



Areas of brickwork quoining on external windows, corners and doors was originally designed to be rendered. Early photos confirm the render design.

Comparative buildings:

Nepean Hotel, 1871 (demolished) The Nepean Hotel was built by John Farnsworth in Portsea the year before Sorrento Hotel and shows the origins of the Sorrento Hotel design with a square tower with lookout, projecting bay windows, eave brackets and face limestone walls. Although the Nepean Hotel was greatly altered by the time this photo was taken, it was a similar if less refined version of the Italianate design.



Portsea Nepean Hotel, John T Collins, 1964. Source, State Library of Victoria



Continental Hotel, 1875

The Continental Hotel, Sorrento was built only 3 years after the Sorrento Hotel and shows a similar design to the Nepean and the Sorrento Hotels. The similarities include the use of rendered brick quoining, limestone walls, a tower with decorative mansard roof, decorative eave brackets, and verandah lacework. It is comparable to Sorrento Hotel in its prominent position overlooking the Bay, with a plainer accommodation section added as a wing. Although now greatly altered, with very intrusive additions, the original Italianate design can still be seen. The Continental Hotel is listed on the Victorian Heritage Register and is believed to be the only four storey limestone building in Victoria.

Hindson House (Seacombe), Sorrento 1873 A two storey Italianate mansion with a square castellated tower, ornate lacework on verandahs and limestone walls with rendered brick quoining. The house was also built by John Farnsworth.

Royal Hotel, Mornington, 1857, originally called the Schnapper Point Hotel is an early Victorian two-storey hotel in a refined style that feels more like a metropolitan hotel than a beachside hotel.

The use of limestone distinguishes all the other examples and lends it a sense of place. The Royal Hotel could be located almost anywhere in Melbourne, but the Sorrento Hotel and Continental could be nowhere but the Nepean Peninsula.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.
Significant elements or design features:
Limestone walls, brick quoining, tower, faceted bay windows, lacework to verandahs and eave brackets.

Changes to the fabric:
The enclosed ground floor restaurant and enclosed upper areas should be removed and the original arrangement of verandahs and front entrance reinstated and render should be reinstated on brick quoining and some internal walls.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 349

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Place Name:	Former Sorrento Police Station
Address:	12 Hotham Road, Sorrento
Place Type:	Police Station and residence
Designer/architect:	AJ Macdonald, PWD
Construction dates:	1892
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Heritage Alliance 2017

Statement of Significance:

What is significant?
12 Hotham Road, Sorrento, known as the former Sorrento Police Station was built in 1892 as a residence and Police Station, in an area reserved for public purposes in the 1870s, Duffy and Cockburn *Bella Vista* subdivision.

The building retains most of its original fabric and its original, spectacular setting within Sorrento Park, overlooking the Bay, which adds to its significance.

How is it significant?
12 Hotham Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
12 Hotham Road is historically significant because it was designed as a Police Station and Residence by the Public Works Department in 1892 and was built by well-known local builder, George Morce. It operated and served the community as the Sorrento Police Station for 70 years. It is an unusually decorative example of a

Federation Free-Style Police Station on the Mornington Peninsula, constructed with local materials (Criterion A & B)

The building retains a number original architectural features, in particular the limestone with brick quoining in a Federation Free-style. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. This building demonstrates the skill of local builders in adapting local materials to different architectural styles. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services.

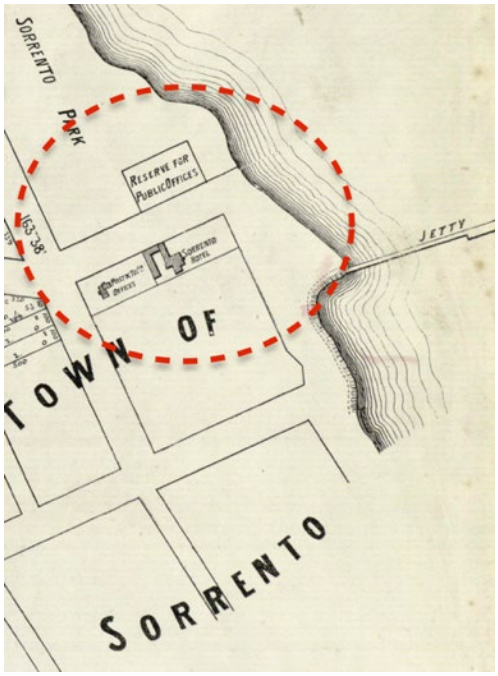
Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Charles Gavan Duffy alienated a large section of land along the Bay in Sorrento and with his neighbour W.Cockburn, started to subdivide and sell off blocks as part of Bella Vista Estate. When Duffy advertised the Estate, in the 1870s the Sorrento Hotel was already built on the prominent site overlooking the Bay and pier and opposite a public park reserve. The first Sorrento post office was next door and the land reserved for the police station was across the road, within the public park.



Extract of Map of Bella Vista Estate, ca 1890s, Source, State Library of Victoria

After what some saw as the relatively lawless nature of the 1850s gold rush era, the authority of government made itself evident across the colony in the form of new courthouses, lock-ups and police stations. The Sorrento police station was built in 1892 for the Victorian Government by local builder George Morce who was also responsible for the construction of the Anglican Churches, St Johns of Sorrento and St Marks of Dromana. George Morce and his brother Tom originally came from Cardiff in Wales to Melbourne and moved to Sorrento to work on St John's.

The building was designed by Public Works Architect A.J. Macdonald who was responsible for other Victorian post offices and courthouses within the State, as significant examples of Romanesque and Federation architectural styles. The building was first used as a combined policemans's residence and station. In the 1960s a new building was built next door which became the new station with the original building continuing to be used as a residence. The newer building continues to be used as the station but the old Morce limestone building has been sold and is now in private hands. [Butler & Context, 2012: 123]



Sorrento Police Station n.d, JH Harvey collection, (shows original slate roof) Source, State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 8 : Governing
Theme 8.3: Dispensing justice on the Peninsula

Sources:
State Library of Victoria photographic collection
Public Record Office of Victoria
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The former Sorrento Police Station is unusual for a Public Works Department police station as it is an elaborate style for a small building and it has been constructed using local limestone with brick quoining and a tile roof.

The police station is in the Federation Free Style, which is characterized as asymmetrical, with strongly contrasting materials, textures and colours. In this case instead of using render and brick, the style has adapted to local conditions and materials and used limestone and brick.

The design has borrowed non-residential motifs from Art Deco and Queen Anne. This includes the arched entrance, projecting bay window, with multipane windows, a circular feature window, decorative gable, the use of eclectic window shapes and types, prominent eaves with brackets, and decorative chimneys. The tile roof has replaced the original slate roof with ridging on the main gable. At some point this should be reinstated.

The whole is setback within a domestic garden with an Interwar fence in a prominent site.

Comparative places:

There are no other Police Stations listed on the Heritage Overlay in Mornington Peninsula.

In other municipalities, there are a few domestic style Police Stations and residences built between 1890 and 1915, listed in the Victorian Heritage Database.

35 Martin Street, Penshurst circa 1914, is a fine Queen Anne style police station and residence which has been converted to a residence. It has a similar asymmetrical and decorative design, domestic design as Sorrento. Made in red brick with a similar use of contrasting colours and materials using render to sills, foundations and gables.

Others include Northcote, Warrandyte and Bacchus Marsh. None of these are built in the same style as Sorrento.

A comparative building in terms of the quality of the design and construction is the former Vicarage at 3399 Point Nepean Road, within sight of the former police station. This is also an elegant design executed in limestone and brick and of the same high quality of construction.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Chimneys, limestone walls, brick quoining, windows, but not the front fence. The tile roof has replaced a slate roof with ridging and this should be reinstated.

Extent of fabric to be retained:
East, south, and north facades.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No

Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 354

Heritage Overlay number:	**XXXXXX**
HERMES No.	XXXXX
Place Name:	Hurstwood
Address:	92 Hurstwood Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1880-1899
Architectural style:	Late Victorian/Federation
Level of Significance:	LOCAL
Recommendation:	To be included in HO schedule

Photo:



Photo, heritage Alliance 2017

Statement of Significance:

What is significant?
92 Hurstwood Road, Sorrento known as Hurstwood, is a Late Victorian house in its original corner setting, dating to circa 1880-1899. The first owner was PJ Martin of the Sorrento Hotel. Later it was occupied by the locally significant Dark family who ran it as a lodging house.

The house retains some of its original fabric. It has an asymmetrical façade with projecting front with three bay window, ornate sidelights to the door, a hipped roof, corbelled chimneys, timber weatherboards and sash windows.

The setting on a corner in this significant area of Sorrento with views across the golf course adds to its significance.

How is it significant?
92 Hurstwood Road, Sorrento is of local historical and representative

(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
92 Hurstwood Road, Sorrento is historically significant for its association with PJ Martin of Sorrento Hotel and the locally significant Dark family. The property was constructed sometime between 1880 and 1899 and is a good example of a Late Victorian lodging house. (Criterion A)

The house retains some of its original features include hipped roof, corbelled chimneys, front door with sidelights and three bay window in projecting front. The retention of the corner block in an historic area of Sorrento, enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was

Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Site:

According to the Thematic History the limestone Oriental Coffee Palace was built at Sorrento in 1887-88 as a boarding house by William Hughes. Hughes was formerly a lime burner who moved to Sorrento from Ireland to work at the kilns of C.G Duffy. Later he was licensee at the Continental Hotel before commencing his own business here. The Oriental was one of nine guesthouses in Sorrento. The Sorrento guesthouse Whitehall at 231 Ocean Beach Road was built in 1904 for James D Allen who ran it with his daughter from 1904 to 1949. Of the many guesthouses that existed in the heyday of Portsea and Sorrento as resort towns, Whitehall is the only one still operating. [Butler & Context, 2012:101]

The Flinders Heritage Study states that Hurstwood was listed in the rate books in 1880 under the name of P.J. Martin who was the owner of the Australian Brewery and the Sorrento Hotel. Edwin Dark owned the building at a later date. Dark farmed land at Hughes Road and also worked as a local cab driver. Hurstwood was run as a guesthouse by Dark until 1900. James Braidford was a later owner. Earliest remaining house in this significant precinct. [Context 1992,1997]

Newspaper sources have given further information about the house. In 1899 Mrs Dark was advertising in *The Age* that Hurstwood was now open. Mrs Dark was possibly Jessie Dark, whose husband, Edwin John Dark was a local cab driver and also owned Ophir Guest House on Back Beach Road. A second generation of Darks to live on the Peninsula, the Darks were deeply intermarried into Sorrento families such as the Cottiers, Watsons and Skeltons. Between 1899 and 1903 Mrs Dark was advertising Hurstwood as a commodious house of 10 rooms and a piano. In 1907 *The Age* was advertising a Mr J. Dark, cab proprietor as the owner. In 1904 the advertising of Hurstwood was listing a Mrs Cottier as the manager and this might have been Edwin's sister, Lilly who married William Cottier. [Hollinshed, 1982, *The Age* newspaper]

A later newspaper search has indicated that in 1936 a Miss Caldwell was living at Hurstwood and then in 1950 James Braidford, died at his property, Hurstwood.[*The Age* newspaper]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7: Building Settlements and Towns
Theme 7.5: Lodging people

Sources:
The Age Newspaper
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
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Description:
A large weatherboard house with Late Victorian and Federation styling that has probably been altered and extended at the front. It has a projecting front hipped roof with a triple bay window, a bull nose verandah, timber door with sidelights and timber windows. The two chimneys have decorative tops. The house is exposed to the road on two sides. A timber picket fence may be a reproduction but is of the right period. The house appears to be intact but missing some of its original decorative elements and has been altered. It was built as a private home and then was modified to become a guest house and so is unusually large.

Comparative buildings:

5 Newton Avenue, Sorrento (circa 1890-1910) is a weatherboard house with projecting front and bay window slightly later than Hurstwood, but very similar, but smaller. The stylistic details are from the Federation period with finials and timber bargeboard decoration.

House 849-853 Melbourne Road, Sorrento, (circa 1899) is also closely related to Hurstwood although it is in limestone. This house has the same projecting front, hipped roof and verandah to the side.

Woodstock, 186 Ocean Beach Road, Sorrento (circa 1900) is a weatherboard house with a projecting front gable, some decorative details in the front gable and timber verandah balustrade, and roof finials from the Federation period.

There are numerous houses similar to Hurstwood which are from the Late Victorian period but with some Federation decoration or stylistic details. Many of the housing styles in Sorrento are more conservative than in other places at the same period and there is a great deal of cross over from Late Victorian period to Federation up until 1910.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the house located on the corner of Hurstwood and Croad Streets, Sorrento.

Significant elements or design features:
The gable front, bay window and front elevation

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No

Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 360

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Brumby House (former)
Address:	11 James Street, Sorrento
Place Type:	House
Designer/architect:	Alistair Knox (1984 addition by John Pizzey)
Construction dates:	1973-74
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
11 James Street, Sorrento, is a timber and mud brick house on a stepped split-level plan with an irregular roofline of faceted planes. It was erected in 1973-74 for Eltham residents Ian and Margaret Brumby, to a design by Alistair Knox. In 1984, an extra bedroom was added in a matching style, to the design of Knox's former employee John Pizzey, who was involved in the original house.

How is it significant?
11 James Street, Sorrento, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
11 James Street, Sorrento, is of architectural significance as an excellent and intact example of the work of Alistair Knox, who is acknowledged as an important and influential figure in the development of post-war residential architecture in Victoria for his role in promoting the trend for mudbrick construction, self-building and

integration of architectural salvage, all of which became widely popular in the 1970s (*Criterion H*). While Knox was prolific in what is now the Mornington Peninsula Shire, and designed five houses in the area spanning Blairgowrie, Sorrento and Portsea, the Brumby House, with its stepped split-level plan, irregular roofline, mudbrick, rough timber cladding and integrated architectural salvage, stands out as the one that is most evocative of Knox's mature style (*Criterion E*). Commissioned by Eltham residents who had commissioned Knox to design their original home there, the open-planned informal dwelling at Sorrento represents notable attempt to adapt the designer's highly distinctive aesthetic to the requirements of a Peninsula holiday house. The curved roof, which was intended by Knox to represent an ocean wave, is an especially unusual and striking feature, not just within the designer's own oeuvre, but in the broader context of post-WW2 peninsula weekenders (*Criterion F*).

History:

Sorrento
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History of the Place:

The house at 11 James Street, Sorrento, was erected in1973-74 as a holiday dwelling for Eltham residents Ian and Margaret Brumby, to a design by Alistair Knox, mudbrick pioneer and leading exponent of the Eltham self-building movement. Born in Perth, Ian Mansfield Brumby took an arts degree from the University of Western Australia and, in 1962, was appointed co-editor of the university's highly-regarded literary magazine, *Westerly*. By the following year, he had relinquished that position to move to Melbourne, where he and his widowed mother resided in a flat in Ivanhoe. In April 1965, he married Margaret Wiadrowski, a biomedical scientist working at the Walter & Eliza Hall Institute of Medical Research (of which, two decades later, she would become director). Looking around Eltham, the couple found a large block of land for sale in Hillcrest Road, not far from the famed *Montsalvat* artists' colony. In the same street, they chanced to notice a house that they liked, which turned out to be the work of Alistair Knox. The couple duly commissioned him to design their own house, and turned to him again when various alterations and additions were required in 1970, 1972 and 1979. So, when the Brumbys decided to build themselves a holiday house at Sorrento, the choice of designer was a foregone conclusion.

Commencing his career as a teenage bank clerk, Alistair Samuel Knox (1912-1986) enrolled in a part-time pottery course at Melbourne Technical College, but his studies were interrupted by WW2. Afterwards, he returning to his bank job while studying architecture and building construction at MTC, although he did not complete the course. In 1948, he began experimenting with mudbrick construction as a potential solution to the post-WW2 housing crisis and began to develop a distinctive organic style that combined mudbrick with rough timber, brick, stone and slate, often salvaged from demolition sites. After completing several early houses in the Eltham area for brave clients, who were mostly artists, writers, academics and other free thinkers, Knox's reputation rose rapidly. From the late 1960s until his early death, his unique approach to architectural design saw him keenly sought-after. While his output remained strongly associated with the Eltham area, where he resided from 1949 and was active in local affairs (including a stint as a Shire Councillor), Knox designed houses and other buildings across the entire Melbourne metropolitan area, in regional Victoria, and even interstate. Outlining his design philosophy in several books, Knox was often in demand as a lecturer, interviewee and commentator. Two years before his

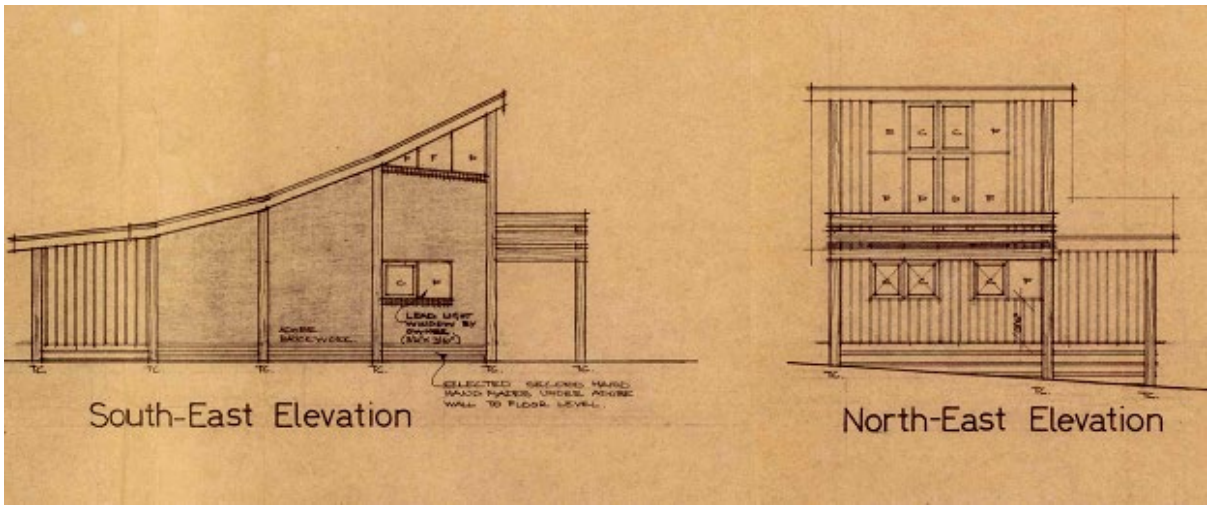
death in 1986, the University of Melbourne bestowed him with an honorary Doctorate of Architecture to acknowledge his unique contribution to architectural design in Australia.

Designated as Job 732 in Alistair Knox's job register, the Brumby House at Sorrento was clearly commissioned in early 1973. Working drawings, dated 13 November that year, proposed a timber-framed dwelling on a compact L-shaped plan based on an expansive living/dining area with a mezzanine gallery at one end, which allowed the roof to be expressed as a series of faceted planes to create a sweeping hyperbolic curve. This unusual roofline, intended by Knox to represent an ocean wave, responded to the clients' request that the building be specifically evocative of a beach house. Service areas (kitchen, bathroom and laundry) were grouped beneath the mezzanine gallery, while two bedrooms opened to one side, flanking a recessed verandah with a low gabled roof. By the time a building permit was issued in March 1974, the design had been tweaked by the elimination of the second bedroom and the consequent extension of the verandah to the end wall.

Structurally, the house was based on a modular grid of rough timber poles, infilled with timber cladding and mud brick. Typically for Knox, much of the timber was of second-hand origin, and the house would also incorporate items of architectural salvage noted on the drawings as being supplied "by owner". Ian and Margaret Brumby have confirmed that this recycled material included old telephone poles (purchased from the SEC for a pittance), Baltic pine floorboards from a demolished terrace house in South Melbourne, jarrah from the Heidelberg Repatriation Hospital and various other bits and pieces (including leadlight windows, glazed doors, cabinetwork and staircase) from Whelan the Wrecker or other unrecalled sources. According to the specification, mud bricks were to be "composed of a mixture of topsoil and clay subsoil and shall be reinforced with straw at the rate of a handful to a barrow load of earth". Not for the first time, Knox's intended use of this still-unusual construction method invited a request from the local Building Surveyor for more information about its structural integrity. In a letter dated 22 April 1974, Knox's associate John Pizzey explained how the bricks were to be made and laid, noting that they had been successfully used in recent houses designed by the firm in Camberwell, Frankston, Lilydale, Diamond Creek, Eltham and Gisborne. It was also pointed out that, in this case, the mudbrick wall was merely infill to the structural frame and would not be loadbearing.

Construction commenced under Sorrento-based builder Ian Riley (whose parents, Robert and Maisie Riley, occupied a house in Morgan Street designed for them by a young Daryl Jackson). Council records indicate that the foundations for the Brumbys' house were laid during May 1974, with framing and roofing completed before the end of June. The mud brick wall was completed, with the masonry units laid using a mortar of "topsoil mixed to a plastic consistency and spread thickly enough to absorb any irregularities in the bricks", and the surface rendered on both sides with similar mud slurry. Externally, the wall was finished with a kalsomine-like coating of topsoil, water and Bondcrete (a proprietary sealant) applied with a broad bristle brush. Internally, a mixture of paint, colourant and waterproofing compound was used, with the specification noting that "the added colours should not finish evenly all over but provide a patina and a variation of texture to the work generally". The interior fitout, which otherwise included second-hand timber lining boards and elements of architectural salvage supplied by the owners, continued. The house was reported to be finished, and occupied, by late August.

A full decade after the house was completed, the Brumbys opted to add the second bedroom after all. However, rather than locate it where allowance had been made in the original 1974 scheme, it was decided instead to simply extend the existing bedroom wing further to the south. Plans for this modest addition were drawn up by John Pizzey and the work was carried out by the original builder, Ian Riley of Sorrento. Although the Brumbys moved from Eltham to Hawthorn soon afterwards, they retained ownership of the Sorrento house until 1993, when they sold it to purchase architect Geoffrey Sommers' former residence in Portsea.



Excerpt of Alistair Knox's working drawings, dated Nov 1973, showing curved roofline and mud brick wall (left) (Source: Property File No 136946, held by Mornington Peninsula Shire)

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Alistair Knox, "Brumby House, Lot 10 James Street, Sorrento", working drawings dated 13 November 1973. (Accession No YLTAD 28/377, Picture Collection, State Library of Victoria)
Certificate of Title, Volume 9023, Folio 670, created 5 March 1974.
Property File No 136945, held by Mornington Peninsula Shire.
"Alistair Knox: Designer, Environmentalist, Builder, Landscape Architect", <<www.alistairknox.org>>
Ian and Margaret Brumby, interviewed by Simon Reeves, 4 September 2018.
Research files held by Built Heritage Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Set back to the rear of an elongated, sloping and densely landscaped site, the house at 11 James Street, Sorrento, is somewhat difficult to see from the street. However, when limited public views are compared against original documentation, aerial photographs and recent interior and exterior photographs from online real estate listings, it is apparent that the original form and fabric of the dwelling remains substantially intact.

Laid out on an L-shaped plan, the house has a roughly expressed structure of timber poles infilled with mud brick and board-and-batten timber cladding, and an irregular roofline with planes at varied pitches creating a sweeping curve. Its split-level plan incorporates a large cathedral-roofed living area with a mezzanine at the north-west end, which has a steep clerestory with a window wall opening onto a wide timber deck. At the lower level, a second timber deck opens to the north-east, through a window wall that rises to the apex of the gabled roof. Except for a mostly windowless mud brick wall that extends along the south-west side of the house, external walls are clad

with vertical timber boards and battens. The two decks incorporate rough log poles and wide timber plank balustrades, while the lower deck is sheltered by gabled roof with exposed rafters and lining boards. All external timberwork has a natural grey weathered finish, and it is likely at that least some of it was recycled. Fenestration is varied and, apart from the two aforementioned window walls, included conventional rectangular windows to the kitchen and bathroom areas (under the mezzanine) and taller windows to the north-east side which rise to fascia level. The triangular gaps at each end of the mezzanine level, where the clerestory roof rises above the main gable, are infilled with multi-paned triangular windows.

Online photographs show that the log poles, roof beams and rafters are exposed internally, and the mud brick wall has a rough bagged-and-painted finish. Interior spaces have polished timber floorboards and vertical timber lining boards to the walls and ceilings. Kitchen and bathroom fitouts include timber cabinets and joinery, at least some of which appears to be vintage items salvaged from older buildings. Further evidence of architectural salvage is demonstrated by the presence of timber doors with leadlight glazing of obvious pre-war vintage and a wrought iron screen to the bathroom. While the mezzanine includes some Gothic Revival carved timber panels, Margaret Brumby has noted that this was added by a subsequent owner and was not part of the original design.

Comparative buildings:

At the peak of his professional practice from the late 1960s to the mid-1980s, Alistair Knox was keenly in demand and, as a result was an especially prolific designer. His output is well represented in what is now the Mornington Peninsula Shire, where he is known to have designed several houses each in Dromana, Mornington, Mount Eliza, Mount Martha, Portsea, Shoreham and Sorrento, plus one in Blairgowrie (but apparently none in Rosebud or Rye). While the developed an idiosyncratic style that is distinctive and readily recognisable (not to mention much imitated), the extent to which this style was represented in his individual houses can vary. This is true of the five houses he is known to have designed in the region spanning Blairgowrie, Portsea and Sorrento. Aside from the Brumby House in Sorrento, these comprise the Wrigley House at 30 Boroondara Road, Sorrento (1973), the Harmelin House at 16-18 Hiskens Road, Sorrento (1973), the O'Loughlin House at 2 London Bridge Road, Portsea (1974) and the Scott House at 20 Macfarlan Avenue, Blairgowrie (1980).

Of the four other houses, three are single-storey dwellings on relatively flat and suburban-scaled allotments, while the fourth, built on a sloping site at Blairgowrie, is elevated to the rear and includes a partial lower storey. All four are relatively conventional in their form, planning and detailing, with simple rectilinear or L-shaped plans, low pitched roofs (in two cases, incorporating pop-up clerestories) with deep eaves and wide timber fascias, and bays of full-height windows opening onto brick-paved terraces with timber pergolas. Certainly, Knox's distinctive aesthetic is evident in the finishes. The Wrigley House and the Harmelin House are of recycled clinker brick, while the O'Loughlin House and the Scott House are of bluestone. The last three examples also incorporate some vertical timber cladding, although this varies from the smooth-finished and fairly conventional boarding of the Scott House, to the more rustic board-and-batten cladding on the front porch of the O'Loughlin House, to the even more rugged wide recycled timber planks to the window spandrels of the Harmelin House.

Amongst the five houses that Knox designed in this part of the municipality, the Brumby House in Sorrento is certainly the standout example. The other four examples described above are rather more representative of the prevailing tastes in residential architecture at the time. In their planning, form, detailing, they have much in common with, say, the contemporaneous project houses of Merchant Builders. This is particularly true of the Wrigley House at Sorrento. The Harmelin House at Sorrento and the O'Loughlin House at Portsea exhibit some of the rustic character for which Knox is well known, but this is far less evident in the much later Scott House in Blairgowrie, which has a much smoother, even contrived finish. With its stepped split-level plan, mud brick and extensive use of recycled timber and architectural salvage, the Brumby House remains most evocative example of Knox's work in this region, representing a bold attempt to apply his trademark Eltham style to a peninsula holiday house for two of his Eltham clients.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Mudbrick, recycled timber, architectural salvage

Additions and new buildings:
Any new development between the house and the street should be sympathetic to the heritage building in its scale, mass, form and detailing.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 363

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Sorrento Primary School
Address:	32 Kerferd Avenue, Sorrento (Part)
Place Type:	School
Designer/architect:	Public Works Department
Construction dates:	1924
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
32 Kerferd Avenue, Sorrento known as Sorrento School No. 1090, consists of a small Inter-War, rendered concrete block, three classroom school building, built in 1925.

How is it significant?
32 Kerferd Avenue, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
32 Kerferd Avenue, Sorrento is historically significant as it was the third Sorrento school and opened in 1925. The two previous schools are now private homes and still exist in Point Nepean Road. The history of constant expansion of the school population reflects the changing fortunes of the Peninsula and the communities the schools served. The history of change at the site of the current Sorrento school continues to demonstrate changing demographics on the Peninsula. (Criterion A)

32 Kerferd Avenue, Sorrento is significant for its long history of service to the Sorrento community as a place of education for a number of generations of Sorrento residents. (Criterion G)

Architecturally Sorrento school No 1090 is a typical and representative example of a small Inter-War three classroom school designed by the Public Works Department, in 1924. (Criterion B)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

On the Peninsula and elsewhere, the effort to establish schools and churches was often the first sign that a community was developing. Often schools would open and then close again, as numbers fell. Schools also often moved as the focus of particular communities changed, with perhaps a shift in transport mode or the arrival of a new railway station. The precise location of a school in remote districts was itself often contentious, with travel often very difficult.

Most local schools were not opened until after the Education Act of 1872. Despite the Act, it usually fell to local communities to petition for the Education Department to open a school and often to find the land and means to do so. Very few schools opened in a purpose built building, waiting many years of renting dubious premises before the Education Department could see that the community was permanent and deserved a government building. Sorrento has had a number of schools, the Sorrento Common School No.1090 opened on September 18, 1871 located halfway between Portsea and Sorrento in an existing house which is extant at 3557 Point Nepean Road. The building is said to be constructed of wattle and daub. The initial enrolment was for 30 children aged between 4 and 16 years. [Butler & Context, 2012:152-153]

The inspector of schools made his first visit to the Sorrento Common School on 28 November 1871. His first words in the school Report Book state, "The building is good, but the spouting, out-offices and fencing should receive immediate attention." [Butler & Context, 2012:153] The Sorrento school continued at this site until 1889 when a second school was built at 3563 Point Nepean Road, Portsea. This school was later known as L'Ecole. Within four years the new school building proved inadequate as the closure of Portsea School No. 2929 led to 29 more pupils enrolling at Sorrento.

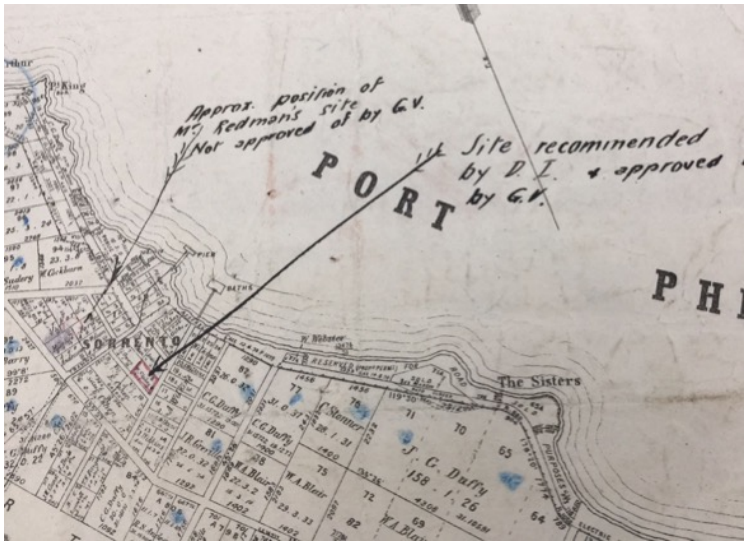
At the end of the First World War the population of Sorrento and Portsea had increased and it was obvious that the school would have to be enlarged or rebuilt on another site. After much discussion it was decided that two schools would be built at Portsea and in Kerferd Avenue, Sorrento. Both new schools opened in January 1925. [Sorrento Primary School History, www.sorrentops.vic.edu.au]

The old school on Point Nepean Road was sold in 1925. In 1922 the Education Department leased the Anglican Church Hall on the corner of Hotham and Point Nepean Road. A new infant school for 45 students in grades one and two, was created and it existed in the church hall for two years. It is not clear in the files, but this may have

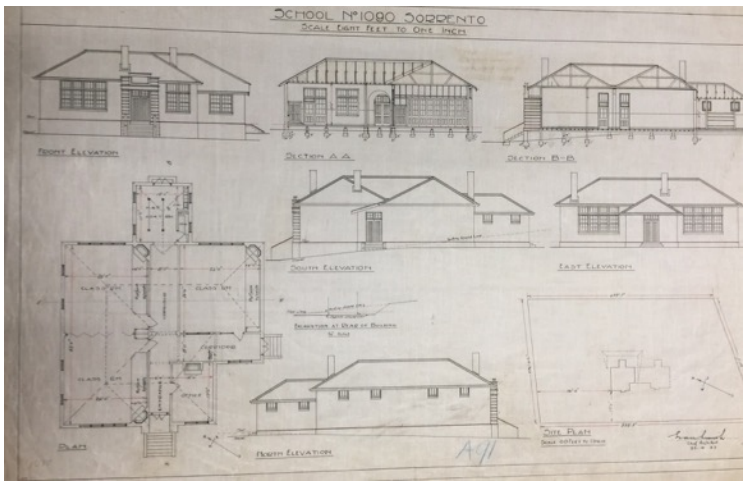
been to alleviate overcrowding at the old school prior to the new one being built. [VPRS795/PO unit 2970 item 4115]

A plan in the files of the Education Department in the PROV indicates there were a number of sites proposed in the 1920s, with the current site proposed in Kerferd Avenue. The other site proposed is at what is now the recreation reserve and a note on the plan says the site was proposed by Mr Redman, owner of the local hardware store and the eventual builder of the school. [VPRS795/P unit 2126 item A2F]

The school was built in 1924 to a fairly standard, three classroom plan, which is nearly identical to Braybrook School in Ballarat Road with large multi-paned windows, a formal entrance with portico and pediment over the front door. The Sorrento school was extended in 1950, as it now had 150 students. A plan in the PROV is signed by the Chief Architect, though the name cannot be made out. [VPRS795/P/ unit2126 A2F] The shape of the present school building is different to that which is extant on the site and so alterations have occurred in the intervening years. There are a number of additional buildings on the site



Site of proposed school at Sorrento, ca.1920s, PROV VPRS795/P unit 2126 item A2F



Drawing of Sorrento School No.1090, dated 1923, PROV VPRS3686/P/7, unit 454, MBM

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 10: Developing cultural life
Theme 10.6.2: Establishing schools

Sources:
Department of Education files, Sorrento School, Public Record Office
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:
An Inter-War rendered concrete block school building with stripped decoration, on an asymmetrical front, large front windows, hipped iron roof, front porch with parapet over the entrance door. The front porch has rendered pilasters and a parapet with the name of the school inscribed. The roughcast render over concrete walls is original as it can be seen in a 1930 photo on the school website.

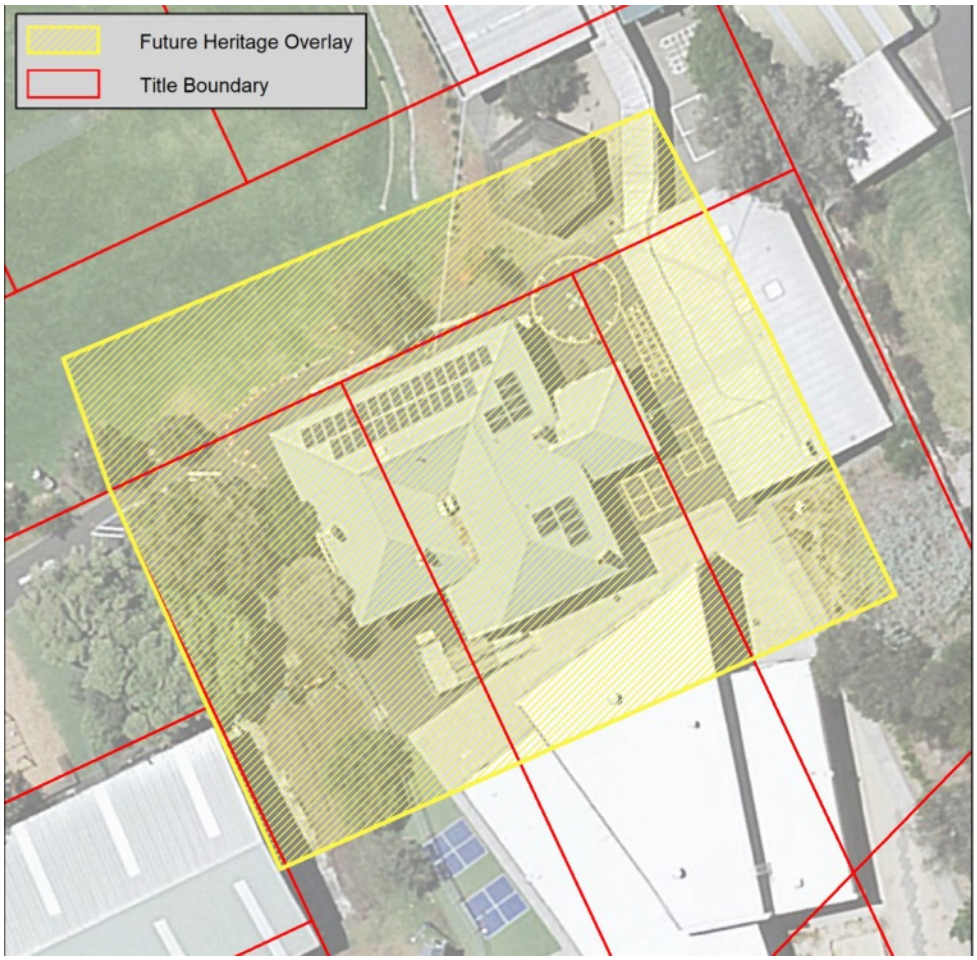
There have been additions to the school and new buildings built onto the large site, but the original 1923 school building is still readable from its period although the original multi-pane windows of the front facade have been removed and the windows to the east bricked up.

Comparative buildings:

St Joseph's Primary School, 1-17 Constitution Hill Road, constructed 1932 is also an Inter-War school but constructed in a Mission style which is a copy of the adjoining Presbytery. It also had multi-pane windows and Inter-War styling, but has had numerous additions attached to the original building.

L'Ecole former Sorrento School, 3563 Point Nepean Road, Sorrento, constructed 1889. This unusual building was purpose built to a standard Federation design but was constructed using local limestone and brick. It is very unusual but has a similar arrangement of rooms and windows as Sorrento Primary School.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
The roughcast cement render, window openings, chimney and entrance portico features.

Fabric to be removed:
The multi-pane windows should be reinstated.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 364

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXX
Place Name:	St Andrew's Presbyterian Church and Ellen Grant Hall
Address:	39-41 Kerferd Avenue, Sorrento
Place Type:	Church and Hall
Designer/architect:	Unknown
Construction dates:	1889-1970
Architectural style:	Late Victorian and Inter-war
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
39-41 Kerferd Avenue, Sorrento known as St Andrew's Presbyterian Church and Ellen Grant Hall, consists of the limestone St Andrews Presbyterian Church built in 1888, with a number of additions and the timber Ellen Grant Hall, built in 1937.

The church retains most of their original fabric, including the limestone walls, arrangement of narthex to Kerferd Avenue and arched windows. Ellen Gran Hall retains most of its original fabric including multi-pane windows and unusual jerkinhead roof arrangement and front porch with flat roof.

How is it significant?
39-41 Kerferd Avenue, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

39-41 Kerferd Avenue, Sorrento is historically significant because the church was first constructed in 1888, was funded by local parishioners and is one of only three intact limestone churches left on the Peninsula. (Criterion A)

It is significant for its long history of service to the Sorrento community as a place of public worship and a location for commemoration and celebration of significant life events for over 130 years. (Criterion G)

Architecturally the Ellen Grant Hall is an unusual example of an Inter-War timber Georgian revival hall and the Presbyterian church is one of only three limestone churches on the Nepean Peninsula. The limestone church was constructed using local limestone and is representative of traditional limestone church construction of which there are only two in Sorrento. (Criterion B & D)

History:

Sorrento
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In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Places of worship, like schools were important focal point for early communities. Many small groups of settler met in private homes or school buildings or halls, shared between Christian denominations, in order to have somewhere to share their faith. Early congregations sometimes managed to be granted reserves on which to build their churches. Others relied on gifts of land from local parishioners or had to purchase the blocks on which they built them.

As the communities and populations of the district have evolved and changed, so have their places of worship. While some early church buildings have closed, been moved, or turned to other purposes, new buildings have been constructed and old ones added to. Some of the new churches represent shifts in the kind of congregations resident in the Shire. [Butler &Context, 2012:145]

Combined Church of England and Presbyterian services were held in the Athenaeum Hall in Portsea Road, (later to be named St Johns Church of England) from 1874 until the end of 1885. On Sunday December 27 1885, Presbyterian services commenced in the Mechanics Institute. By 1888, effort was being made to obtain land to build a church and land was purchased in Kerferd Avenue. By October 1888 a foundation stone was laid and the church opened in February 1889. The formation of a parish in 1888 led to the construction of the first Presbyterian church in Rosebud around 1891. By 1899 the church was closed and moved to Portsea in 1902 to serve the Portsea Presbyterian congregation. It is not known where this church was located.

The first section of St Andrew's Presbyterian Church in Sorrento was first built in 1889 and this original section is the current limestone transept which is the parapet-walled section nearest the street. A limestone porch was added in 1897, the current limestone nave, or the east wing, was added in 1906, and a limestone vestry on the west side of the transept. [VPRS 7882/P/0001 item 6246]

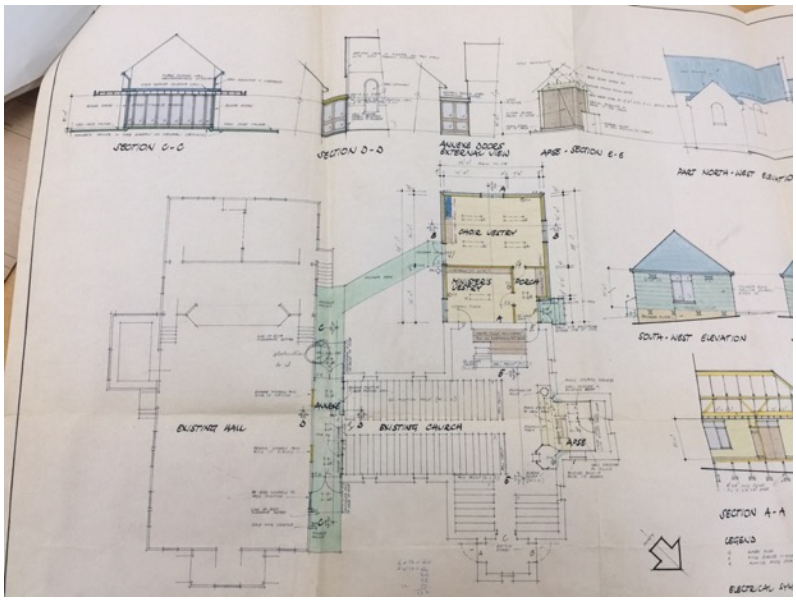
Ellen Grant Hall was built to the east of the church, aligned on the same axis as the transept, in 1937 and named after a Presbyterian Church benefactor, who bequeathed funds and her home to the church. She did not directly bequeath the costs of the hall construction. The new hall was designed by Gordon J & Bruce Sutherland

Architects. Ellen Grant bequeathed her home, Quamby, on Constitution Hill, to the Presbyterian Church as a manse. Quamby was sold some time later but is extant at 3317 Point Nepean Road as a private home.

The Ellen Grant Hall was remodelled in 1962, with a new kitchen, and in 1970 a new porch joined the church to the hall and a vestry was added to the south end of the church. These changes re-orientated the church so that the former vestry became the apse and the pews were realigned to face the west. In 1979 the hall was reclad with aluminium siding. The addition of the concrete block vestry, choir vestry and passage were done by local builders W and A Croad. [VPRS7882/p/0001 item 6246]



Original drawings of Ellen Grant Hall, 1937 PROV VPRS 7882/p/001 item 6246.



Drawings of changes to the Presbyterian church, 1970 VPRS 7882/P/0001 item 6246

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing cultural life
Theme 10.5: Worshipping

Sources:

Public Health records relating to Presbyterian Church Sorrento, Public Record Office
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

St Andrew's Presbyterian Church is an intact small limestone church with a green colorbond roof. It has arched fenestration with a small narthex facing Kerferd Avenue. The front gable of the church has a single circular vent in the nave which is now boarded up. There is abroad central nave which adjoins the Ellen Grant Hall in a glass corridor. The window in the porch is diamond leadlight while the front western window in the nave contains a stained glass window. The limestone walls have been rendered along the base on all sides to approximately 1.2 metres, possibly to treat damaged stonework. At the top of the front gable the stonework shows signs of mould and water damage.

Ellen Grant Hall, sited to the east of the church was originally a timber building but it has now been reclad in aluminium. It is attached to the church with a glass corridor. The facade facing Kerferd Avenue is an unusual Dutch gable, with a jerkinhead arrangement above the front porch. There are ornate timber brackets to the eaves and a semi-circular vent in the front facade above the flat roofed porch. The symmetrical arrangement of the porch and windows is repeated along the side walls with multi-paned casement windows. The use of aluminium cladding is unfortunate as is the colorbond roof.

Comparative buildings:

Ellen Grant Hall is an unusual Inter-War Georgian revival design and is comparable to the cement sheet and timber, former Uniting Church on Mechanics Road, Red Hill, which uses a similar form and materials. This is now a private residence.



Red Hill Uniting Church, now a private residence

St Johns Sorrento is comparable to the Presbyterian church in that it is built of the same Sorrento limestone and in a style that suits the local limestone. St John's is however a far more elaborate neo-gothic design with a cruciform plan, stained glass arched windows and diagonal corner buttresses. The slate roof of St John's indicates just how intrusive the colorbond roof of St Andrew's is.

St Marks Anglican Church Dromana, is a locally constructed limestone and brick church on Point Nepean Road. The church is now hugely compromised by encroachments of carparking and new developments close to the church.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries

Extent of curtilage:
The whole of the two buildings to the title boundary.

Significant elements or design features:
Limestone walls, arched windows, narthex and nave. Ellen Grant Hall facades, porch and windows, design of roof.

Fabric to be removed:
Colorbond roofs to be replaced with galvanized iron. Window in front gable of church to be restored. Remove render to bottom third of limestone walls and restore limestone, treating damp issues.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 367

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Address:	6 King Street, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1908-1920
Architectural style:	Federation/Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo source heritage ALLIANCE 2018

Statement of Significance:

What is significant?
6 King Street, Sorrento, is an ornate timber Federation/Inter-War house dating to circa 1908-1920. It was probably built for William Henry Roe and was then occupied by the Firth and Dawson families for 60 years.

The house retains some of its original fabric, including timber weatherboards, hipped iron roof with a small dutch gable, masonry chimney, fretwork to the projecting front gable and a window hood over the west facing window. It has an asymmetrical façade with a verandah which has been extended to the rear, which is on King Street. The house is sited facing St Paul's road on a high rise and can be seen from some distance. It probably had views over the dunes to the sea and the bay.

How is it significant?
6 King Street, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

6 King Street, Sorrento is historically significant as it was constructed sometime between 1908 and 1920 and is associated with the Roe, Firth and Dawson families. The property is a representative example of a timber Federation/Inter-War house in Sorrento. (Criterion A)

The house retains some of its original features of a Federation/Inter-War house, including its weatherboard cladding, hipped iron roof, front verandah, asymmetrical front and prominent location on a rise facing St Paul's Road. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services.

Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

A history of the property has been pieced together using Land Title information and War Service records. The first owner of the site in 1875, was Alexander Ebling Aitken of Sandridge, an auctioneer. The lot was a two acre lot that he subdivided into six lots. On his death in 1884, he left the property to his wife, Lydia Aitken. She died intestate in 1898 and the property was then sold in 1908 to William Henry Roe of North Richmond, a glazier. It is likely that Roe built the house on the property at 6 King Street and Roe didn't sell the property until 1920. The house which faces St Paul's Road rather than King Street appears to have been built before 1920. [Certificate of Title; Vol. 00754 Fol. 675]

15 years later William Henry Roe is named as a resident of Sorrento in a newspaper article of 1935. "For 30 years, Herbert Maltby, 58 bootmaker of Swallow Street Port Melbourne and William Henry Roe of Sorrento had been in the habit of fishing for crayfish off the same rocks at Jubilee Point, Sorrento..." Mr Maltby was washed away by a heavy sea and the only witness to the tragedy was Mr Roe. [*The Herald*, 15 March 1935, page 20]

In 1920, the owner was Harry Firth who subdivided the property into six lots with a right of way and reserve in the centre. [Certificate of Title; Vol. 04376 Fol. 875126] Lot 4 which contains the house, was purchased in 1952 by Reginald George Dawson of St Paul's Road, Sorrento, a fisherman. Dawson had a mortgage with the War Service Homes Commission which was discharged in 1966. [Certificate of Title; Vol. 7681 Fol.168]

Reginald George Dawson's service records are available online at the National Archives of Australia. Dawson had been enlisted in the Voluntary Citizen Forces in 1921, when he was 23. At the time his place of residence was Balook in Gippsland and he declared that his job was farmer. Dawson was born in 1899 at Bairnsdale and he enlisted at Royal Park in September 1941. He was described as a labourer and being fit for service, even though he was already 43 years old. He listed Irene May Dawson of Palls Rd (sic) Sorrento as his wife. It is assumed that the address should be St Pauls Rd, Sorrento. It is possible that Dawson rented the 6 King Street property before purchasing it with a War Service mortgage in 1952. He was discharged in November 1944. [National Archives Australia, B883,1939-1948]

The Dawson family occupied the house until, in 1971, the house was bought by Allen Cottrell a butcher of Coburg and then a number of other non-resident owners to the present day. The current owner has stated that in the

1980s a previous owner, made alterations to the house including adding new rooms and the rear verandah on King Street.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

The Herald newspaper
National Archives of Australia
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:
6 King Street is a timber Federation/Inter-War house on a high rise overlooking St Paul's Road. The King Street address and what is now thought of as the front elevation is actually the rear of the house. Presumably the house was built prior to the subdivision of the land into smaller lots and originally was accessed from St Paul's Road.

The asymmetrical weatherboard house has a timber verandah on three sides, a projecting front gable with decorative fretwork at the top, a window hood over the front, west facing window and a hipped roof with dutch gable and a masonry chimney. The rear verandah is a more recent construction, with turned posts and decorative valance and balustrade all in timber. It is hard to get a good view of the house unless you stand in St Pauls Road.

At the rear, the building has some sympathetic additions and the verandah extends right round to the back.

Comparative buildings:

Dalwhinnie, 17 Esplanade, Sorrento (1913) is a timber asymmetrical Federation/Inter-War dwelling with projecting gables which was built to house the manager of the steam tramway. It has ornate bargeboards, bay windows and Inter-War styling such as pebble dash or metal feature panels above the windows, gable decoration and window hoods like 6 King Street.

200 Ocean Beach Road, Sorrento (1899) is an ornate Federation style timber dwelling with curved elaborate verandah decoration which may be a later addition.

Woodstock 186 Ocean Beach Road, Sorrento (ca.1900) is a timber Federation dwelling with a decorative projecting gable and asymmetrical front similar to 6 King Street.

29 Coppin Road, Sorrento (circa 1910-1930) is an Inter-War timber dwelling with a projecting front gable with decorative gable and eave decoration. The house is very similar to 6 King Street in some decorative details.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Extent of curtilage:
All of the house and garden

Significant elements or design features:
The asymmetrical front with projecting gable on St Paul's Road side, front verandah on St Pauls Road side and window hood.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

Other recommendations:

HERITAGE CITATION 372

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Place Name:	Former Mechanics Institute
Address:	827 Melbourne Road, Sorrento
Place Type:	Community museum
Designer/architect:	Unknown
Construction dates:	1877
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
827 Melbourne Road, Sorrento is a former Mechanics Institute and Hall, dating to 1877. It is a Late Victorian limestone building which was used as a community venue and public hall for almost 100 years and is now used as a Museum and home of the Nepean Historical Society.

The building retains most of its original fabric, including limestone walls and iron roof. It has a symmetrical façade with a rendered classical portico and triple arch windows.

The prominent setting on the street near to Ocean Beach Road and Melbourne Road intersection and the nearby public gardens contribute to the significance of the place.

How is it significant?
827 Melbourne Road, Sorrento is of local historical, representative (architectural) and social significance to the Mornington Peninsula Shire.

Why is it significant?
827 Melbourne Road is historically significant for its association with the former Mechanics Institute, its function as a public hall for the community and more recently as a museum of the Nepean Peninsula Historical Society.

The property was constructed in 1877 and is a good example of a Late Victorian limestone hall. It is one of only a few public buildings surviving in Sorrento, and a rare, intact Mechanics Institute on Mornington Peninsula. (Criterion A & B)

The building retains a number of its original features, including limestone walls. The original features include hipped roof, rendered chimneys, rendered pilasters, triple-arched windows and a rendered portico with classical motifs. A gabled addition from 1895 to the side was a supper room. A later skillion addition to the rear is also in limestone by the same builder, George Morce. The technique of limestone construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. This building demonstrates the skill of local builders in adapting local materials to different architectural styles. (Criterion D)

The former Mechanics Institute has been used by the community of Sorrento and Portsea as a place of education, celebration and entertainment from 1877 until the present day. (Criterion G)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which

many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Mechanics Institutes were formed in Britain to provide adult education, particularly in technical subjects, to working men. They were used as libraries for the working class and potentially provided them with an alternative to gambling and drinking. From the middle of the 19th century many Victorian country towns built their own mechanics institutes, a combination usually of a public meeting hall and reference library. Mechanics institutes symbolised the ambition of local people to educate themselves, though reading, at a time when post-primary education was virtually non-existent for most the of the population. Most were funded by hard work and donations of local people. Some mechanics institutes were originally intended initially to be public halls. After 1862, however, the Victorian Government offered an incentive to local communities in the form of a grant to cover the cost of books purchased for the institute. Many mechanics institute buildings began as rather humble halls and were gradually expanded as the needs of the community grew and finances allowed.

The Sorrento Mechanics Institute opened in February 1877, opposite the site of the proposed Sorrento railway station on the unrealised Frankston to Point Nepean railway. By 1910, the Institute's library contained 2015 books and magazines. Over the years, it was used as a library, hall, courthouse and for roller-skating, as well as the meeting place for all the many and varied organisations which have flourished in the town. It was the venue for church socials, bazaars, Magic Lantern lectures, concerts, kitchen teas for brides-to-be, wedding breakfast and a silver wedding party. Dancing lessons for both adults and children, dressmaking and sewing classes were held there. At one period it averaged four balls a year and was hired for dances for charitable function, for family parties and celebrations. It has been the Court of Petty Sessions, the weekly Drill Hall for the Militia, the venue for euchre parties, smoke nights, temperance and political meetings, roller skating and at one time was used by the Masonic Lodge. The hall was the venue of a concert by Madam Melba, then called Mrs. Armstrong, January 24th 1885, when Melba sang two solos and a duet. This was reputedly her first concert since she first sang publicly, as a child, in her home town Richmond. In the next year, she travelled to Europe to begin a serious musical career.

The Institute was purchased by the Shire of Flinders in 1961, making the Mechanics Institute available to the Nepean Historical Society in 1965. On 15 October 1967, the Historical Society opened a museum in the building. In March 1994, a gallery extension was built using grants from the Commonwealth Government and the local Shire. [Butler & Context, 2012:150]

More details on the Institute are found on the Nepean Historical Society website. In July 1876, a meeting was held at the Continental Hotel and the trustees were granted land by the Ocean Amphitheatre Co. to George Coppin, Joseph Hiskens and John Cain. The stone was donated by local landowner, parliamentarian and 8th Premier of Victoria, Sir Charles Gavan Duffy. The Mechanics Institute Trust built the Hall using locally quarried limestone. [The Argus, Thursday 20 July 1876:5]

Local builder, George Morce, built the hall, and it is a very good example of his work in limestone. In 1891-1895 extensions were made to the hall by Morce again with a new meeting room and a supper room. During WW1 and WW2, it was used by the Red Cross for making comforts and packaging parcels for the troops and saw many joyous welcome home parties when the Wars ended.

In 1946 Bruce Matear of Matear Brothers manufacturers ran an underwear and pyjama factory in the hall employing women machinists at a time of limited employment. The Matears owned a house at 5 Point King Road, Sorrento. Leo Hibbert then used the building between 1947 and 1954 to run another textile manufacturing business making bras for the Dowd brothers who manufactured Hickory underwear. It isn't known if this Leo Hibbert was related to the Hibberts of Sorrento who ran a lemonade business before WW1. [https://nepeanhistoricalsociety.asn.au/museum/the-mechanics-institute/]



1896 photo of Mechanics Institute sourced from Nepean Historical Society collection, September 2018, https://nepeanhistoricalsociety.asn.au/museum/the-mechanics-institute/

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing the Peninsula's Cultural Life
Theme 10.6.1: Mechanics Institutes and libraries

Sources:

Nepean Historical Society website
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
The Argus
Lardner, Helen 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy.*
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

The former Mechanics Institute is a limestone building with a classical rendered portico with a gable roof. The front of the building has classical proportions and symmetry and very fine details such as pilasters, portico and mouldings to windows.

The rendered front portico has mouldings to the front, moulded brackets to the eaves with three arches and other classical motifs. The triple arch windows are a feature of the symmetrical design and has finely rendered mouldings to the sills and window arches. The chimneys and pilasters at the edge of the front facade are also rendered, as is the string course at window sill height. A gabled supper room built as an early addition by the same builder is also of significance. The whole building is very intact and has high integrity and is a very important building on a prominent intersection in Sorrento.

Comparative places:

Other Mechanics Institutes were built at Mornington in 1885, at Flinders in the late 1880s (now demolished), Somerville in 1891 and Balnarring in 1899 (now demolished). A Mechanics Hall was constructed on the site of a previous Mechanics Institute in Rosebud in the 1930s.

Of these the Mornington Mechanics Institute is a similar masonry structure with a classical and symmetrical facade. The building has similar details such as moulding to the arched windows and pilasters but instead of a porch it has an arched parapet over the central doorway.

Somerville Mechanics Institute now presents as a highly decorative Federation building, however it was originally a masonry hall with portico.

A comparable place in Sorrento is the 1923 Sorrento Masonic Temple in Point Nepean Road. Although this building was built much later, it is comparable in terms of its size and classical design and its intent to project a sober public facade. Originally, the Masons had met in the Sorrento Mechanics Institute.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Extent of fabric to be retained:
All of the Late Victorian fabric.

Schedule:

External Paint Controls	Yes

Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 373

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Address:	849 Melbourne Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	1898
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
849 Melbourne Road, Sorrento, is a Federation limestone house in its original garden setting, dating to circa 1898. It was built for the locally significant Croad family, by William Joseph Croad and was occupied by members of their family until 2001.

The limestone house appears to retain most of its Federation fabric. It has an asymmetrical façade with projecting bay, a hipped iron roof, decorative eave brackets, a hipped verandah to one side over a window and door and beautifully detailed stonework. The house has been altered a number of times in a sympathetic manner. The garden setting and prominent site adds to its significance.

How is it significant?
849 Melbourne Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

849 Melbourne Road, Sorrento is historically significant for its association with the Croad family and local builder William Joseph Croad. The property was constructed 1898 and is a good example of a Federation limestone house by a well-known builder. It belonged to a well-known and influential local family who occupied the house for over 100 years and is mostly intact. (Criterion A)

The house retains a number of the original features of a Federation house, including limestone walls, decorative eave brackets, and corbelled chimneys. At the rear is a section of the house added at a later date which is constructed in limestone and brick quoining. There is also a mid-twentieth century addition in concrete block which cannot be seen from the street. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. The retention of the garden setting on a very prominent rise above Melbourne Road enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History has a brief section on the importance of lime to the area which stretches from Rye to Point Nepean and is known as Nepean Peninsula. Lime burning was particularly influential in the formation and development of many of the coastal towns on the Nepean Peninsula. The use of limestone became an important building technique. Hence, the area between Blairgowrie and Portsea are remarkable for their unusually large numbers of limestone buildings (over 100), ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. Good examples include the Continental Hotel and St Johns Church of England, both in Sorrento.

Limestone was initially shipped to Melbourne for burning until air pollution in the rising township meant it had to be burnt on the Nepean Peninsula. Lime was also used extensively in local buildings, particularly in Portsea and Sorrento, from the 1870s. Limestone became a popular local building material during the second half of the nineteenth century: around the turn of the century, the use of limestone with decorative quoins, first red brick and then concrete block, is characteristic of the Portsea-Sorrento area. [Butler & Context, 2012:53-54]

The Flinders Heritage Study writes that William Joseph Croad constructed this residence for himself in 1898-99. Croad was a builder operating in the Shire. It was owned by the family until at least 1992. [Context 1992, 1997] It is interesting to note that Melbourne Road, between Ocean Beach Road and Hotham Road was the site of three local builder's own homes. WJ Croad, George Morce and William Skelton all built in the local limestone and decided to build their own limestone homes here.

Hollinshed has a section on the Croad family, starting with William Joseph (1870-1934) who was born in Warrenmang, near Avoca, Victoria. Hollinshed says that Croad worked on the George Hotel, St Kilda and began building in Sorrento in 1895. In 1898 he built an elegant limestone house for himself in Melbourne Road, down the road from the other well-known builders George Morce and William Skelton. In 1900 he married his neighbour Adeline Spunner. [Hollinshed, 1982]

It might have been at this time that he extended the rear of the house with limestone and brick quoining as this was typical of Croad's work after 1900. Croad is well known for the all-limestone and limestone and brick buildings he constructed, of which 11 have been identified in this study as definitely built by him. Many of his buildings now form part of Sorrento's vernacular character and heritage, such as; Marlborough House, Whitehall, Cliff Crest, the former Anglican Vicarage, Morleys Store and Wilson's butcher shop.



Photo of the Croad, Mathieson, Stringer and Spunner families, VNEP-p725 Nepean Historical Society Collection

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Theme 4: Utilising Natural Resources
Theme 4.1: Lime

Sources:

Nepean Historical Society collection
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The limestone house is sited on a rise overlooking the recreation reserve on Melbourne Road. At the rear the site slopes down and the house has a basement level. To the rear are sympathetic extensions done in limestone with

brick quoining possibly after WJ Croad had married Adeline Spunner from next-door. There are also additions in concrete block which cannot be seen from the street.

The house has decorative eave brackets and beautifully detailed stonework. The raised verandah has a hipped roof, turned posts and stone steps to the raised entry. The timber door has sidelights and a fanlight. The iron roof is hipped with decorative corbels to the brick chimneys.

The current owners of the property believe that the house has had three phases of alteration based on the stonework seen in the house. They have undertaken restoration of the stonework and new extensions using local limestone sourced locally.

Comparative places:

Former Police Station, 12 Hotham Road, Sorrento (1892) built by George Morce is a finely designed brick and limestone building, designed by the PWD. This is a great example of how skilled local builders could apply local materials to different building styles.

Fromer Anglican Vicarage, 3399 Point Nepean Road, Sorrento (1916) was built by WJ Croad in a beautiful Craftsman bungalow style with great timber, brick and limestone detailing. This is another great example of how skilled local builders could apply local materials to different building styles. it is also one of the last buildings we know that was definitely built by WJ Croad.

Eastcliff, 881 Melbourne Road, Sorrento (1889-1905) built by George Morce for his family and it displays a fine level of craftsmanship in the brick and limestone construction although in a Late Victoria/Federation style. On a smaller scale it is a very similar design to Croad's home.

Pembroke 877 Melbourne Road, Sorrento (1905), was built by William Skelton, a local stonemason for his own family as the second family home, just down the road from Eastcliff and Croad's home. The house is similar to Eastcliff with the use of tuckpointed red brick quoining and timber bargeboard decorations to the projecting gable front and timber finials.

Narbeth 879 Melbourne Road, Sorrento (1884), was built by stonemason William Skelton as his first family home and displays an earlier, Late Victorian design with symmetrical front and pared down decoration. The all-limestone house was supplanted by Pembroke after Skelton won a lottery.

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
The asymmetrical front, limestone and brick walls, not the timber verandah details which are not original

Garden and landscape:
A large area of garden should be maintained at front of house to preserve views to house.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 374

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Hill Holme
Address:	855-865 Melbourne Road, Sorrento
Place Type:	House, garden
Designer/architect:	Unknown
Construction dates:	1876, rebuilt 1907
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo sourced from www.Mapio.net dated September 2010, as house was difficult to see from public realm.

Statement of Significance:

What is significant?
855-865 Melbourne Road, Sorrento known as Hill Holme, is a Federation house in its original garden setting, dating to 1907. It was built for the locally significant Spunner family, by William Joseph Croad and was occupied by members of their family for over 120 years. The property housed the Spunner dairy for 30 years.

The limestone and brick house appears to retain most of its Federation fabric, excepting the new colorbond roof. It has an asymmetrical façade with a single projecting gable. It is still sited at the rear of a very large allotment on a prominent site on Melbourne Road.

How is it significant?
855-865 Melbourne Road, Sorrento known as Hill Holme is of local historical and representative(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

855-865 Melbourne Road, Sorrento known as Hill Holme is historically significant for its association with the Spunner family and local builder William Joseph Croad. The property was constructed 1876 and rebuilt after a fire in 1907 and is a good example of a Federation limestone house with brick quoining by a well-known local builder. It belonged to a well-known and influential local family who occupied the house for over 120 years and ran a local dairy from the site. (Criterion A & H)

The house retains a number of its original features of a Federation house, including limestone walls with brick quoining, a projecting gable and verandah over the entrance. It appears to be fairly intact although it has a new colorbond roof. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. The retention of the garden setting enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History has a brief section on the importance of lime to the area which stretches from Rye to Point Nepean and is known as Nepean Peninsula. Lime burning was particularly influential in the formation and development of many of the coastal towns on the Nepean Peninsula. The use of limestone became an important building technique. Hence, the area between Blairgowrie and Portsea are remarkable for their unusually large numbers of limestone buildings (over 100) ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. Good examples include the Continental Hotel and St Johns Church of England, both in Sorrento.

Limestone was initially shipped to Melbourne for burning until air pollution in the rising township meant it had to be burnt on the Nepean Peninsula. Lime was also used extensively in local buildings, particularly in Portsea and Sorrento, from the 1870s. Limestone became a popular local building material during the second half of the nineteenth century: around the turn of the century, the use of limestone with decorative quoins, first red brick and then concrete block, is characteristic of the Portsea-Sorrento area. [Butler & Context, 2012:53-54]

Flinders Heritage Study states that Hill Holme was constructed for John Spunner, probably in 1876-7. Spunner had come to Sorrento in 1862 to burn limestone and first worked for Bennet at Rye, a kiln site on the Back Beach that is still known as Spunner's. In 1870, he was burning for Charles Gavan Duffy at Sorrento and had also farmed and set up a dairy. His son, John William Spunner was joint owner with his father from 1903 until 1921, and then owned the property until 1958. John William farmed, had a dairy and hired out wagonettes. From 1915, he ran a service delivering milk to customers from his own dairy for a period of 30 years. He was a substantial landowner and his wife, Fanny Eleanor nee Eldred, came from a family that at one time had a licence to the Sorrento Hotel and ran the Back Beach Palace. Their son Norman Athol Spunner owned Hill Holme from 1958 to 1980. The Spunner family were associated with the property for over 100 years. [Context 1992, 1997]

Hollinshed's pioneers index has a long section on the Spunner family, starting with John who emigrated from Ireland in 1860. Of the second generation of Spunners, the daughters, Madeline and Margaret, married into other

well-known Sorrento families, the Stringers and the Croads. One of the sons, John William Spunner was the second owner of the property, although it isn't known where his father moved to as he did not die until 1922. Another son married the local chemist's daughter, Elsie Joyce Thom, daughter of his business partner.

The second John Spunner owned land at Portsea and Sorrento and ran a dairy for 30 years. One of his sons, Lance, stayed in Sorrento as a hairdresser and later farmed at Boneo, and one of his children, Kenneth Jack Spunner stayed in the area and served as a councillor for 8 years. [Hollinshed, 1982:150]

The house was destroyed by fire between 1876 and 1907 when it was rebuilt. It was rebuilt by William Joseph Croad, who had married into the family and built himself a limestone house next door in 1898. At the start of the century, Croad was very busy with a number of similar, brick quoining and limestone buildings. The association between the families and the adjoining properties adds to its significance.



VNEP -P725, Photo of the Croad, Stringer, Spunner and Mathieson families, Source, Nepean Historical Society Collection

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks
Theme 4: Utilising natural resources
Theme 4.1: Lime

Sources:

Nepean Historical Society collections
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A Federation limestone and red brick house on a large allotment with an asymmetrical front built by consummate local builder, William Joseph Croad. The property cannot be clearly seen from the road, but photos from the internet confirm that the building has a front bull nose verandah that extends beyond the side of the house, sash windows with red brick quoining along the western side of the house and corbelled brick chimneys. The red colorbond roof is new and detracts from the appearance of the house. There appears to be some decorative brick banding on the front gable.

Comparative places:

Illabarook, 3415 Point Nepean Road, Sorrento (1878), an all-limestone house that is claimed to be built by George Morce, although the source of this information is unknown. It is stylistically similar to Hill Holme with the same projecting gable with timber bargeboards but an ornate three bay window and modern infill over the original verandah and front entrance.

Maroondah, 8 Boroondara Road, Sorrento (1901), an all-limestone house owned by the Hiskens family who built Illabarook and also said to be built by Morce, is a less refined style than Illabarook with a projecting front gable, side entrance with verandah over, and Federation styling in timber eave brackets and gable decoration. The stonework is refined and of a quality that matches Illabarook and Eastcliff.

849-853 Melbourne Road, Sorrento built by William Joseph Croad (1898), an all-limestone, assymetrical residence, close to Hill Holme that was built by the local builder for his own family. It is a refined example of both all-limestone and brick quoining similar to Hill Holme.

Pembroke, 877 Melbourne Road, Sorrento (1905), was built by William Skelton, a local stonemason for his own family as the second family home, just down the road from Eastcliff. The house is similar to Eastcliff with the use of tuckpointed red brick quoining and timber bargeboard decorations to the projecting gable front and timber finials. Comparative details include the ornate timber door with sidelights, fan lights, sash window and bull nose verandah.

Narbeth 879 Melbourne Road, Sorrento (1884), was built by stonemason William Skelton as his first family home and displays an earlier, Late Victorian design with symmetrical front and pared down decoration. The all-limestone house was supplanted by Pembroke next door after Skelton won a lottery.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The asymmetrical front and limestone and brick walls, chimneys and verandah.

Elements that could be removed:
The red colorbond roof should be removed and replaced with galvanised iron unless there is good evidence of the roof always being red.

Garden and landscape:
A large area of garden should be maintained at front of house to preserve views to house from Melbourne Road.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No

Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 383

Heritage Overlay number: **XXXXXX**

HERMES NO.	XXXX
Place Name:	Eastcliff
Address:	881 Melbourne Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1889-1905
Architectural style:	Late Victorian/Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by heritage Alliance, 2017

Statement of Significance:

What is significant?
881 Melbourne Road, Sorrento known as Eastcliff, is a Late Victorian house with Federation additions, in its original garden setting, dating to circa 1889. It was built for the Morce family, by stonemason George Morce, and was occupied by members of their family for around 35 years.

The house retains most of its Late Victorian/Federation fabric. It has a symmetrical façade with projecting all-limestone gables at both sides of a central verandah and entrance with limestone and red brick quoining. The central front door has ornate sidelights and fanlight, a tessellated tile verandah, ornate lacework and timber bargeboards, eave pendants and timber gable finials.

How is it significant?
881 Melbourne Road, Sorrento known as Eastcliff is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

881 Melbourne Road, Sorrento known as Eastcliff is historically significant for its association with the Morce family and local stonemason, George Morce. The property was constructed in 1889 and possibly altered in 1905 and is a good example of a Late Victorian/Federation limestone house constructed by a local builder, for his own family. It belonged to the well-known Morce family for 35 years and is very intact. (Criterion A & H)

The symmetrical house retains a number of original features of a Late Victorian/Federation house, including a central verandah section with limestone walls and brick quoining and all-limestone projecting gable ends. The original features include rendered corbelled chimneys, central front door with sidelights and ornate verandah lacework and tessellated tiles. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. The retention of the garden setting enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History has a brief section on the importance of lime to the area which stretches from Rye to Point Nepean and is known as Nepean Peninsula. Lime burning was particularly influential in the formation and development of many of the coastal towns on the Nepean Peninsula. The use of limestone became an important building technique. Hence, the area between Blairgowrie and Portsea are remarkable for their unusually large numbers of limestone buildings (over 100), ranging from modest cottages to near mansions, many demonstrating the high level of skills achieved by those who worked with lime. Good examples include the Continental Hotel and St Johns Church of England, both in Sorrento.

Limestone was initially shipped to Melbourne for burning until air pollution in the rising township meant it had to be burnt on the Nepean Peninsula. Lime was also used extensively in local buildings, particularly in Portsea and Sorrento, from the 1870s. Limestone became a popular local building material during the second half of the nineteenth century: around the turn of the century, the use of limestone with decorative quoins, first red brick and then concrete block, is characteristic of the Portsea-Sorrento area. [Butler & Context, 2012:53-54]

The Flinders Heritage Study states that this house was owned by George Morce who was a stonemason who built many local buildings in limestone, including Koonya, St Johns Anglican Church, Mechanics Institute and the Police Station. Changes occurred in rating value in 1889 and 1905. Three houses are noted on the property at this later stage and it is not known if the third house still exists. (Includes 44 Donalda Avenue) Substantial alterations probably occurred in 1905. [Context 1992, 1997]

George Morce was a very well-known builder in limestone and many of his buildings are now protected heritage places which contribute to the vernacular architectural character of Sorrento. George Morce has been well-researched by the Nepean Historical Society, and the following is sourced from their files.

Morce was born in Cardiff in 1836 and migrated to Australia with his wife Margaret and two children, in 1862. He was working as a master stonemason in Williamstown in 1873 when he was approached to build St John's in

Sorrento. He built the nave in 1873-4 and the transept in 1889. He bought an acre of land on Melbourne Road and proceeded to build Eastcliff in 1882. His limestone buildings include St Marks Church of England in Dromana and Eastbourne in West Rosebud. His last known limestone building was Kiaora (44 Donalda Avenue) on his own property, constructed in 1905 when he was 69 years old. He died in Sorrento in 1922 aged 86 years. [Nepean Historical Society family file, George Morce]

Morce's status as a builder in the local Nepean limestone was obviously high as he was the builder of choice for important institutional buildings, such as St John's, Sorrento Police Station and the Sorrento Mechanics Institute, which all demonstrate his skill in limestone construction. St Johns Church was his first building in limestone, but there were other large limestone buildings such as St Aubins and Sorrento Hotel which had been built by John Farnsworth and there was therefore some experience on the Peninsula, in cutting and laying the local dune limestone. After building St John's, Morce was selected to build the Mornington Hotel and then the Sorrento Mechanics Institute. Many other buildings are attributed to George Morce, but more research needs to be done to definitively determine these.

Morce constructed in both limestone with brick quoining and all-limestone. He was able to build in different styles using limestone, as demonstrated by the unusual Federation design of the Sorrento Police Station and the more conservative styles of the contemporaneous Eastcliff. Eastcliff is a particularly fine example of his craft and demonstrates both styles of construction in the one building.



Photo of George Morce, circa 1900, Source Nepean Historical Society Collection

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Theme 4: Utilising natural resources
Theme 4.1: Lime

Sources:

Nepean Historical Society family files - Morce
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

This ornate, Late Victorian cottage, has detailing from the Federation period. The central part of the house has a symmetrical arrangement with two sash windows either side of a door with ornate sidelights and a fan light. The doors and windows are picked out with brick quoining that has tuckpointing and stone sills.

The bull nose verandah has ornate timber turned posts and lacework over a tessellated tile floor. Under the eaves of the front gable are decorative timber brackets. Two projecting gable ends at either side of the verandah are in all limestone construction with ornate timber bargeboards and finials which are the same as *Illabarook* on Point Nepean Road. There is a timber and metal window hood over the gable end windows with decorative brackets which might be original. Photos on the internet reveal that at the rear is a rubble construction limestone and brick extension which is less finely finished than the front elevation which is finely detailed and finely finished. There is at least one original rendered, corbelled chimney in the iron roof which appears to be fairly new.

The house is set back from the street in a cottage style garden on a high rise above Melbourne Road, opposite the recreation reserve.

Comparative places:

Illabarook, 3415 Point Nepean Road, Sorrento (1878), an all-limestone house that is claimed to be built by George Morce, although the source of this information is unknown. It is stylistically similar to Eastcliff with the same projecting gable with timber bargeboards but an ornate three bay window and modern infill over the original verandah and front entrance.

Maroondah, 8 Boroondara Road, Sorrento (1901), an all-limestone house owned by the Hiskens family who built Illabarook and also said to be built by Morce, is a less refined style than Illabarook with a projecting front gable, side entrance with verandah over, and Federation styling in timber eave brackets and gable decoration. The stonework is refined and of a quality that matches Illabarook and Eastcliff.

849-853 Melbourne Road, Sorrento built by William Joseph Croad (1898), is an all-limestone residence close to Eastcliff that was built by the local builder, WJ Croad for his own family. It is a refined example of both all-limestone and brick quoining similar to Eastcliff, in that it demonstrates the two main styles of limestone construction on the Peninsula in one, very well built, house.

Pembroke 877 Melbourne Road, Sorrento (1905), was built by William Skelton, a local stonemason for his own family as the second family home, just down the road from Eastcliff. The house is similar to Eastcliff with the use of tuckpointed red brick quoining and timber bargeboard decorations to the projecting gable front and timber

finials. Comparative details include the ornate timber door with sidelights, fan lights, sash window and bull nose verandah.

Narbeth 879 Melbourne Road, Sorrento (1884), was built by stonemason William Skelton as his first family home and displays an earlier, Late Victorian design with symmetrical front and pared down decoration. The all-limestone house was supplanted by Pembroke next door after Skelton won a lottery.



Photo sourced from www.eastcliffcottage.com.au, October 2018.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The symmetrical front and the limestone walls, tessellated tiles, lacework to verandah, brick quoining

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 387

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Riley House (former)
Address:	4 Morgan Street, Sorrento
Place Type:	House
Designer/architect:	Daryl Jackson
Construction dates:	1960
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
4 Morgan Street, Sorrento, is a two-storey flat-roofed holiday house of timber and concrete brick construction, expressed with a plinth-like lower level (incorporating undercroft carport) with projecting upper level surrounded on three sides by a cantilevered balcony. Erected in 1960 for local draper Robert Riley, the house was designed by architect Daryl Jackson, as one of his first residential commissions after graduation from university.

How is it significant?
4 Morgan Street, Sorrento is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
4 Morgan Street, Sorrento, is of architectural significance as a notably early surviving example of the work of the award-winning Australian architect Daryl Jackson, AO. It is one of a small number of projects that Jackson is

known to have completed (evidently for close friends and family members) between the time that he graduated in 1959 and the time that he embarked upon an extensive four-year overseas tour in 1960 (*Criterion B*). Returning to Melbourne in 1965, Jackson entered into partnership with Evan Walker and became director of the Age Small Homes Service, ushering in a stellar career that would see him receive the RAIA Gold Medal in 1987 for his contribution to the profession (*Criterion H*). This Sorrento dwelling, while expressed as a quintessential post-WW2 peninsula house with undercroft carport and projecting upper level and encircling balcony, hints at Jackson's future greatness though its smartly zoned planning and boldly expressed timber structure (*Criterion E*).

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

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Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

This house was erected in 1960 for local draper Robert Riley, to a design by Daryl Jackson, who had then only recently completed his architectural studies. Born in Sorrento, Robert Watson Riley (1910-1987) was employed as a grocer there by the early 1930s. Towards the end of the decade, he married Clare May "Maisie" Gardiner and, after a wartime stint with the RAAF, resumed civilian life as a grocer in Sorrento, residing in Ossett Street and later St Paul's Road with Maisie and their two children, Ian and Sue. By the mid-1950s, he has established his own retail business as R W Riley Pty Ltd, general drapery and men's wear, with premises in the two-storey commercial building at what is now 39-51 Ocean Beach Road. In October 1959, Riley acquired the title to a block of vacant land in Morgan Street, a quiet cul-de-sac within walking distance of the town centre, on which he intended to build a new family dwelling. The following year, he became president of the Sorrento Football Club, a position he would hold for the next five years. His son Ian played for the club and fostered a friendship with teammate and fledgling architect Daryl Jackson. In this way, Jackson came to secure the commission to design the Rileys' new house in Morgan Street.

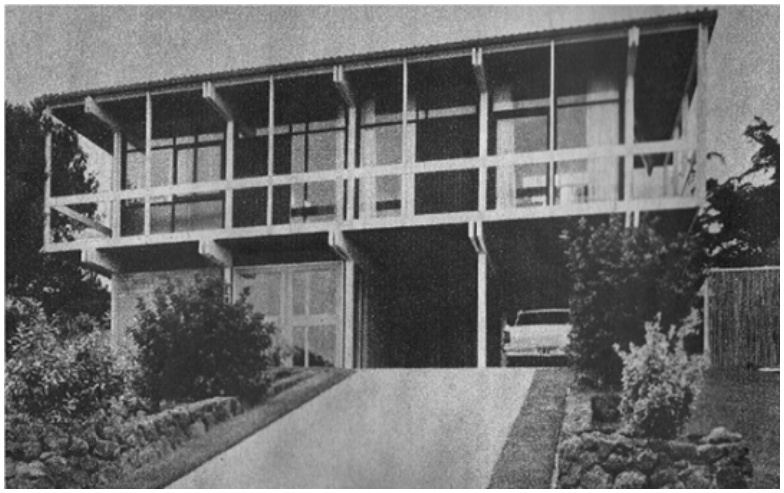
Born in Clunes, Daryl Sanders Jackson (1937-) studied architecture at RMIT and the University of Melbourne, graduating from the latter in April 1959. By his own admission, his earliest architectural projects were realised in the late 1950s, including a house at Shoreham that was completed just before he left for an extended overseas trip in 1960. At the time he became registered as an architect in Victoria in September 1960, Jackson was working in London. He travelled thence to the USA, gaining further professional experience in New York and San Francisco (including a stint in the office of Paul Rudolph) before returning to Melbourne in 1965. He entered into partnership with Evan Walker and, based on a recommendation from Robin Boyd, was appointed director of the Age Small Homes Service. Jackson's profile rose rapidly thereafter as his work won plaudits and awards, including RAIA citations for the Harold Holt Swimming Centre (1968) and the Lauriston Girls School (1969). After Evan Walker left the practice in 1978, Jackson continued under his own name. His office went on to become one of Australia's most prominent, sought-after and awarded architectural firms, with branches in Melbourne, Sydney, Canberra and Brisbane, as well as London, Vietnam and Shanghai. In 1987, Jackson was awarded the RAIA Gold Medal for his significant contribution to the profession.

According to council records, the house that Daryl Jackson designed for the Riley family at Sorrento was completed in 1960 and thus dates from a narrow window between the time that the land was purchased by Riley in 1959, and the time that Jackson left for his overseas trip. Electoral rolls confirm that the family was in residence

by 1963. In November of that year, son Ian Riley became engaged to Rae Hughes. When the house was belatedly written up in the *Australian Home Beautiful* in July 1966, it was noted that both Ian and his sister Sue had married since the house was built.

As documented in the *Australian Home Beautiful* article, "for his gregarious, hospitable clients, Mr Jackson suggested a two level home with as much as possible of the provisions for entertainment of numbers on the lower level and more space upstairs for accommodating the extra large crowds, as well as spaces that would be private and quiet at time." Jackson's scheme proposed a building pushed back into the slope, providing an expansive upper level with a smaller ground floor. The upper level, laid out on the classic H-shaped zoned plan, with the three bedrooms in the rear wing, living area and kitchen in the front wing, and the dining room and bathroom between. The front wing, with generous full-height windows, was surrounded on three sides by a cantilevered balcony. Downstairs, the lower level provided a large informal living space, variously identified as a playroom or rumpus rooms, along with a laundry and toilet. The playroom and carport opened onto a small paved courtyard, with a barbeque built into a nearby alcove.

Robert and Maisie Riley remained living in the Morgan Street house for over a decade before deciding to build another house for themselves in Sorrento. Acquiring an even more elevated site in nearby Cooper Avenue, the couple turned once more to their original architect. The second Riley House was completed in 1976.





Original photographs of the house from the street (top) and from the rear deck, looking to the street
Source: Australian Home Beautiful, July 1966

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

"Two level outdoor living", *Australian Home Beautiful,* July 1966, pp 4-8 (house also appears on front cover)
Evolutionary Modernism: Daryl Jackson 65/05. (Carlton: Melbourne University Press, 2006)
Daryl Jackson Architecture Folio (Mulgrave: Images Publishing Group, 2007)
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Occupying a sloping site on the north side of a short dead-end street, the house at 4 Morgan Street, Sorrento, is a two-storey flat-roofed house, expressed as what might be considered the ubiquitous post-WW2 peninsula holiday house typology: an elevated volume containing the principal living areas and balcony, above a lower level that accommodates service areas and an undercroft carport. In this case, the lower level is recessed, modular and asymmetrical, with exposed timber posts and concrete brick walls that define four equal bays. The two bays to the left side constitute the double carport, while the two bays to the right form enclosed space, with one bay containing wide glazed doors opening onto the foyer stairwell. The exposed timber posts support paired timber beams that in turn support the upper level, which projects outward to create a cantilevered balcony to all three sides. The front and side elevations of the upper level are similarly modular, with solid spandrels of vertical timber boarding alternating with pairs of (mostly full-height) windows. The bold structural expression is echoed by the balcony, which has timber posts, projecting beams and plank balustrade, all with a white-painted finish.

The house is set well back from the street, and three rock retaining walls (with matching paved steps) form a series of grassed terraces to the front garden, parallel to the sloping concrete driveway to the carport. These hard landscaping elements, which are evident in photographs published in1966, are early if not original.

Comparative buildings:

Over the course of his long career, Daryl Jackson maintained a significant association with the Mornington Peninsula and undertook many projects there, including a much-published holiday house for himself in Punty Lane, Shoreham (1975), now included on the RAIA register of Nationally Significant 20th Century Architecture. Jackson's residential work in what is now the Mornington Peninsula Shire, represented in Portsea, Sorrento, Mornington, Shoreham, Main Ridge and Red Hill by houses dating from the 1960s to the 2000s, illustrate the development of his architectural style over that period. They encapsulate early houses of relatively conventional appearance, such as or a flat-roofed concrete brick dwelling at 16 Wellbeck Avenue, Sorrento (1969), later timber houses that explore jagged or stepped forms, such as the Mac Parsons House at 8 Rothesay Avenue, Mornington (1973) and Jackson's own house in Shoreham (1977), and the even later houses in the fashionable Post-Modernist idiom, such as the Cox House at 3598 Point Nepean Road, Portsea (1986).

Ultimately, the first Riley House in Sorrento, dating from 1960, needs to be considered in the context of the architect's other early projects in the region, of which scant information is available. It certainly has elements in common with the contemporaneous house at Tucks Road, Main Ridge, which Jackson designed for his future father-in-law, C V Parsons. A single-storey homestead-like timber house on a compact rectangular plan, it recalls the Riley House through its enveloping return verandah with boldly expressed timber structure. The articulation of the Riley House as a two-storey structure with undercroft parking, living areas upstairs and generous balcony or decks areas, traditionally associated with peninsula holiday houses, was also evident in Jackson's later scheme for a the Roy Youlden House at Mornington (c1968), which used a boomerang-shaped plan to make the most of the bay views. Historically, if not architecturally, the first Riley House can also be compared the second Riley House, commissioned by the same clients in 1976. Located nearby at 9 Cooper Avenue, Sorrento, this was a split-level dwelling house with a series of skillion roofs incorporating clerestory windows. The house, demolished during 2017, had little in common with its Morgan Street counterpart aside from the fact it was designed by the same architect for the same family.

Apart from an unconfirmed number of private houses (at least ten have been identified to date), Daryl Jackson is represented in the Mornington Peninsula Shire by such projects as a State Savings Bank branch in Mornington (1982), the Rosebud Police Station (1984), buildings for the Cape Schanck Golf Club and the Cape Schanck National Golf Club (both 1985), and the Stonier Winery & Cellar Door in Merricks (1989).

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Undercroft carport; full-with balcony with expressed structure

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions should be permitted to the street frontage

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 388

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	The Haven
Address:	4-6 Netley Avenue, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1890-1910
Architectural style:	Late Victorian/Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Source heritage ALLIANCE 2017



The jetty in the foreground belongs to The Haven, heritage ALLIANCE 2018

Statement of Significance:

What is significant?
4-6 Netley Avenue, Sorrento known as The Haven, is a limestone villa located on the cliff top at Sorrento. The property was possibly built circa 1890 by local builder John Farnsworth, and has its own jetty which might or might not have original fabric. It has belonged to a number of influential Melbourne families since the 1890s including the Edwards, Darling and Anderson families.

The building retains some of its original fabric but it has been altered and extended at the rear. The current arrangement of the facade, facing the Bay reads partly as a Late Victorian and partly as a Federation building. The limestone walls, timber eave brackets, and corbelled chimney are Victorian whilst the bay window and gable end appears to be later. The jetty which is accessed via a set of private stairs may or may not have original fabric.

How is it significant?
4-6 Netley Avenue, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
4-6 Netley Avenue, Sorrento is historically significant because it is associated with the well-known family of James Edwards, boat builders and later the Anderson and Darling families. It is located in an early subdivision of CG Duffy's estate and might have been constructed by local builder James Farnsworth. (Criterion A)

The building retains a number of original features, in particular the limestone walls, timber eave brackets, corbelled chimney, and front gable with ornate bay window. Its setting on the cliff-top of Sorrento, with a private jetty, at the start of the Millionaires Walk adds to its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

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By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Shire of Flinders Heritage Study defined a significant area of marine villas as making up the Sorrento cliff-top residential area, sited on the raised land formation between the Sorrento Pier and Point King on the northern side of the Nepean Highway. At the eastern end of this area the Sorrento Hotel presents a prominent landmark. The group includes early marine villas of the 1870s but also large Edwardian-era houses like Heathlawn (1910-17) and Westbank. Other significant villas such as The Anchorage (1873) and Nee-Morna (1910), line the cliffs nearby.

A cliff-top walk along the edge of Sorrento Park leads to the beginning of this famous subdivision. The first major property, St Aubins has been subdivided in a crescent formation but the two storey mansion of 1871 still remains with several additions. Further along, Kildrummie Court accesses another subdivision, as does Netley Avenue and Wrights Close.

Many of the properties along here remain intact, such as Hindson House, Colwyn, St Aubins, Cliff Crest, Heathlawn and Westbank, Kennagh and Ilyuka. These outstanding homes are oriented towards the bay view with significant setbacks from the cliff-top and the Nepean Highway, surrounded by lawns and gardens. A steep cliff face exists between these properties and the high water mark below. The cliff face retains hardy shrubs, moonah and tea tree and features walkways to the private jetties and sheds below. [Butler & Context, 2012: 29-30]

Part of the original alienation by CG Duffy of Bella Vista Estate the first owner of the land was Mr FG Duffy on the opposite side of Point Nepean Road from Mr CG Duffy Jnr. Possibly these were land parcels given by Charles Gavan Duffy to his family members. The only information found on the possible construction dates is a comment made by Hollinshed. “All of these houses (along the cliff-top past Sorrento Park) with the exception of those built by Mr Barry and Professor Wilson were erected by John Farnsworth. They were built of limestone and in most cases the owners built small private jetties and baths on the foreshore." [Hollinshed, 1982]

Tracing ownership via the Certificates of Title indicates that an early owner was Elizabeth Ann Edwards the wife of James Edwards of Prices Bridge Melbourne, a boat builder. She was the owner of a piece of land containing one acre 30 perches being lots 43, 44, 45 and 46 of CA 96E, in 1904. James Edwards is very well known in Melbourne as a boat builder and a pioneer of Yarra boat building. An article in the Argus details the family's history. The Edwards boat building business was established in 1857 and ran from the Edwards boat sheds next to the Princes Bridge. Edwards and his seven sons were famous in rowing circles all over Australia for both their boats and their skill in the boats. [*The Argus*, 1 September 1928:4] Edwards might have owned the house since at least 1898 as an article describes an accident he had on the Yarra and it states that he was sent to recover at his holiday house at Sorrento. [*The Sportsman*, 11 Jan 1898:6]

Lots 45 and 46 were sold after subdivision to Geoffrey Beresford Walker of 101 William Street Melbourne, described as a grazier, in 1925. [Certificate of Title; Vol. 5054 Fol. 755] A quick scan of Trove indicates that Captain Walker was a decorated soldier who received the Military Cross in 1916 after serving in Mesopotamia with the 31st Punjabi Regiment. In 1929 he was left a very large legacy by his father-in-law, Mr R.S Whiting. The 1923-24 Flinders rate books show the owner of The Haven as Geoffrey Walker with land and buildings on lot 43,44,45 and 46 of part of CA 96. [VPRS 14371 P01 Flinders Rate Books]

In 1943 the owners were the Anderson family of Melbourne. George Roy Anderson of Toorak was the owner of two lots, making a one acre block. In 1943 he subdivided it into two lots, retaining the part with The Haven. The house eventually passed to his daughter, Margaret Florence Anderson. Margaret had married the wealthy businessman Leonard Gordon Darling in 1945. The Haven had been the holiday house of the Anderson family and was owned by them for over 40 years. [Certificate of Title; Vol. 9533 Fol. 789]

Margaret Florence Darling AM and her brother William Anderson inherited the property in 1990. In 2012 the property was transferred to Sarah Margaret Darling who is resident in the house in 2018.



Photo shows boat builder's sheds on the Yarra River below Princes Bridge, including James Edwards and Sons, Charles Walker circa 1888, Source State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 2: Peopling the Mornington Peninsula
Theme 2.6.2: Cliff-top villas

Sources:

The Sportsman and *The Argus* Newspaper
Shire of Flinders Rate Books
Land Title Certificates
State Library of Victoria
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:
This Late Victorian limestone villa has been altered and extended and now has many features of the Federation period. It was probably built originally with a Late Victorian character, judging from the M-shaped roof, pendant eave brackets and ornate chimneys. The front projecting gable with projecting bay window and front window with door appear to be additions from the Federation period. The M-shaped roof has two rendered chimneys with corbelled decoration. The skillion verandah to the front appears to be a later addition, as is the verandah to the west.

The house is sited on the cliff edge facing the Bay and has a private jetty and beach access from Millionaire's Walk.

Comparative buildings:

The house might have been constructed by John Farnsworth. If so, it was likely constructed during the 1880s. Stylistically the building has similarities to that of the Sorrento Hotel and Continental Hotel with the eave brackets, style of limestone construction and simplicity of design. The later Federation additions do not overly detract from the significance of the building.

Hindson House/Seacombe, 3440 Point Nepean Road, Sorrento (1873) possible second storey additions done in 1908. Hindson House is located very close to The Haven and possibly is by the same builder, John Farnsworth. It is more ornate with brick quoining and a tower and a later storey with ornate verandah.

Cliff Crest, 3500 Point Nepean Road, Sorrento (1890-1892) built by WJ Croad is a limestone house with upper storey additions that are rendered. It has a number of stylistic similarities to The Haven as does Westbank.

Westbank, 3510 Point Nepean Road, Sorrento (1910 and 1916) is an asymmetrical limestone house built by WJ Croad with projecting gables and bay windows, some of which appear similar to The Haven.

Other smaller properties not on the cliff top constructed of limestone include:

Mosspennock, 3247 Point Nepean Road, Sorrento (1896, 1985) an all-limestone house facing the Bay with intrusive upper storey additions in timber and a front projecting gable in limestone.

Illabarook, 3415 Point Nepean Road, Sorrento (1878) is an all-limestone villa located close to The Haven, built by George Morce. The front gable with bay window and side verandah is similar.
There are a number of these smaller limestone villas with front projecting gables and side verandahs on Melbourne Road and along the cliff-tops of Sorrento.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The front elevation, limestone walls, original chimneys, eave brackets

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 389

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Mendes House (former)
Address:	8 Netley Avenue, Sorrento
Place Type:	House
Designer/architect:	Edward F Billson & Company
Construction dates:	1958
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
8 Netley Avenue, Sorrento, is a holiday dwelling that was built for South Yarra residents George and Ruby Mendes to a design by Edward F Billson & Company. It is a single-storey timber dwelling with a low gabled roof and a full-height window wall to the bay frontage.

How is it significant?
8 Netley Avenue, Sorrento is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
8 Netley Avenue, Sorrento, is of architectural significance as a rare survivor of a modestly-scaled architect-designed modernist holiday house of the 1950s, with the characteristic trabeated expression, vertical timber cladding and low roofline with broad eaves and exposed rafters (*Criterion E*). The house is rarer still as one that was built on a coveted clifftop site with bay frontage, and thus conceived to take advantage of its elevated

position and bay views by the incorporation of a full-height and full-width window wall opening onto a wide paved terrace with integrated pergola. The house, which was lauded by a leading architectural journal after completion, is notable also for its remarkable degree of physical intactness and the fact that its striking cliffside frontage remains publicly visible via Millionaire's Walk. (*Criterion B*)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The house at 8 Netley Avenue, Sorrento, was erected for businessman George Mendes (1892-1964) and his wife Ruby, *nee* Schwartz (1893-1980). Both came from money. Ruby, the daughter of a successful Melbourne bookmaker, had been a minor socialite in the 1920s, while George's father, Morris Mendes, was an entrepreneur whose varied business interests encapsulated everything from importing confectionery (later serving as a director of Hoadley's) to the operation of inner-suburban hotels. After they married in 1927, George and Ruby initially lived at the *Coronado* residential hotel on St Kilda Road, which had only recently been built by Morris Mendes, before moving into a high-end block of flats in South Yarra.

George and Ruby Mendes, who had two sons, are known to have holidayed at Sorrento as early as 1934, when a newspaper reported them staying at *Bona Vista*. However, more than two decades passed before the couple decided to build a permanent holiday home there. In March 1957, Ruby Mendes acquired the title to a block of land in Netley Avenue that offered the sought-after bay frontage. To design the house, the couple initially turned to the eminent architectural partnership of Grounds, Romberg & Boyd. A surviving sketch plan from the office, dated 14 May 1957 and bearing the initials of staff member Andrew Kahsnitz, proposed a simple house on a compact L-shaped plan. The principal wing, facing the bay, contained the entry hall, kitchen, master bedroom and living room, which opened through full-height glazed sliding doors onto a wide paved terrace. To the rear, a narrow wing provided two guests rooms and a bathroom, opening off a gallery that faced a walled garden courtyard. The house thus presented a virtually blank façade to Netley Avenue, with a double carport and space for a future bedsitting room for a live-in staff.

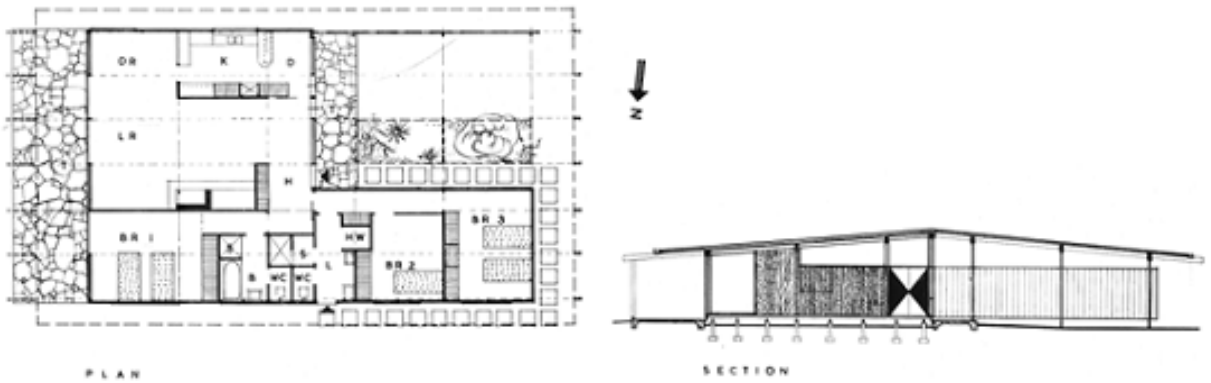
For reasons that have not been established, the Grounds, Romberg & Boyd scheme did not proceed beyond this initial sketch plan, and the commission somehow passed to another firm of architects, Edward F Billson & Company. This sprang from the pre-war practice of architect Edward Fielder Billson (1892-1986), who had left the University of Melbourne in 1915 as the very first architecture graduate, then landed a job as one of the first local employees of Walter & Marion Griffin. Billson went on to establish private practice, working in partnership with Roy Lippincott until the mid-1920s and later with Keith Cheetham. During that period, his output was often characterised by a Griffinesque style, although he later rejected this aesthetic to embrace a more progressive Functionalist mode typified by two much-published factories at Warburton for Signs Publishing (1935) and Sanitarium health foods (1936-39). After WW2, his practice was re-established as Edward F Billson & Company, with new staff including the founder's like-named son, Ted Billson, who joined the office after graduating from Melbourne University in1956. During the 1950s, Edward F Billson & Company specialised in residential and small-scale industrial and commercial projects, and also served as architects to the Moonee Valley Racing Club, completing a new grandstand there in 1958.

Also completed in 1958, the house that Edward F Billson & Company designed for the Mendes family in Sorrento clearly followed the same brief that had been provided to Grounds, Romberg & Boyd. Although smaller in size, Billson's scheme similarly adopted an L-shaped plan with the principal living areas and master bedroom facing the water, and the guest rooms placed into a narrow rear wing that rang alongside the double carport. Like the Grounds, Romberg & Boyd design, it took full advantage of the bay frontage with full-height windows and glass sliding doors opening onto a paved terrace with pergola beams. The house was constructed by Norman Echberg, a highly respected builder from Frankston who had had been responsible for several other fine architect-designed houses on the Peninsula, including Roy Grounds's iconic circular-planned Henty House at Frankston (1953) and the house that Robin Boyd designed for Kenneth Myer at Davey's Bay (1957).

The house that Edward Billson designed for George and Ruby Mendes attracted comparable attention when, in early 1959, it was profiled by *Architecture & Arts* magazine, which noted that "in typical Billson style, the house provides an excellent arrangement for contemporary living, with no concessions to inconvenience. The structure is economical in its beamed type of ceiling and cantilevered floors. The plan and section show how the whole design is integrated to create a vital environment". Despite such accolades, the completed house appears to have been a relatively short-lived pleasure for the Mendes family. Their younger son, Laurence, died while travelling overseas in 1960, and George Mendes himself followed in 1963. His widow Ruby, who continued to resided in their South Yarra flat for many years, retained ownership of the Portsea house until 1977.



View of the Mendes House from the Netley Avenue side, soon after completion
Source: Architecture & Arts, February 1959, p 40



Plan and transverse section through the Mendes House
Source: Architecture & Arts, February 1959, p 41

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title, Vol 8149, Folio 105, created 27 March 1957
Grounds, Romberg & Boyd, "House at Portsea [*sic*] for Mr & Mrs G Mendes" sketch plans date 14 May 1957 (courtesy Tony Lee, Robin Boyd Foundation)
"The Mendes House, Portsea", *Architecture & Arts,* February 1959, pp 40-41.
Research files held by Built Heritage Pty Ltd
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Built on a flat site with full-width bay frontage to the east side, the former Mendes holiday house is a single-storey timber dwelling on an L-shaped plan incorporating a recessed double carport, thus forming a rectangular footprint. It has an enveloping low-pitched roof with rafters that project beyond the eaves line, and exposed beams across the carport. Part of the roof over the carport is open, forming a skylight over the pathway that leads to the front door. On the bay side (publicly visible from Millionaire's Walk), the façade is fully glazed, with continuous bays of full-height windows and glass sliding doors that open onto a crazy-paved stone terrace. Here, the projecting rafters connect with square timber posts to form an open pergola. External walls to the other three sides, and the wing wall defining the edge of the carport, are clad with vertical timber boarding. Set well back from Netley Avenue, the house presents a simple and asymmetrical façade to the street, with the recessed of the carport contrasting against the blank wall of the guest bedroom wing.

Comparative buildings:

The dwelling appears to be a rare survivor, both as an intact example of a modestly-scaled architect-designed holiday house of the later 1950s and one specifically designed for take advantage of prime bayside frontage.

Stylistically, it has much in common with McDougall House at 22-24 Relph Avenue, Portsea (Neil Clerehan, 1960). While this does not occupy a comparable bayside block, the house was similarly conceived to turn its back on the street and address the rear, which in this case faced the sunny north. Clerehan's house presents an understated and mostly windowless elevation to Relph Avenue, with generous glazing to the rear (albeit not as extensive as the full-height and full width glazing to the Mendes House). It otherwise echoes the Mendes House through its low pitched enveloping roof, vertical timber cladding and exposed beams and rafters.

During the 1950s, a considerable number of holiday houses were erected on prime clifftop blocks along the bay side of the Point Nepean Road, but, with such sites becoming increasingly coveted in recent decades, few of these early post-war houses remain standing today and fewer still in a substantially intact state. Amongst those confirmed to have been demolished are architect-designed examples at 3842 Point Nepean Road (Ivor McInnes, 1953), 3464 Point Nepean Road (Guilford Bell, 1958), 3854 Point Nepean Road (Donald C Ward, 1959) and 2 Leonard Court, Sorrento (John Ahern, 1960) as well as local designer/builder Keith Halley's own house at 3838 Point Nepean Road (1957). The Long House at 3840 Point Nepean Road (Guilford Bell, 1957) is still standing, but has been altered and enlarged. It has several elements in common with the Mendes House, notably a full-height window wall facing the bay, integrated with a prominent pergola of boldly trabeated posts and beams.

Research to date has identified only one other example of the work of Edward F Billson & Company in what is now the Mornington Peninsula Shire. This, however, is not only somewhat later in date but represents an entirely different typology: a branch of the ES&A Bank Ltd (now ANZ) that still stands at 100 Main Street, Mornington (1965-66). Of interest in its own right for its unusual arcaded façade, which does to some extent evoke the modular window-wall of the Mendes House at Sorrento, it is otherwise of little value as a direct comparator for the post-war residential output of Edward F Billson & Company.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Full-height windows wall; pergola over stone-paved terrace

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions should be permitted on the bay side of the property

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 399

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXX
Place Name:	Sorrento Cemetery
Address:	78 Normanby Road, Sorrento
Place Type:	Cemetery
Construction dates:	1863
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Aerial photo sourced from internet http://mapio.net/pic/p-85174457/, February 13, 2018



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
Sorrento Cemetery at 78 Normanby Road is a cemetery which was established in 1883, and has surviving gravestones and memorials from the late-nineteenth to early twentieth century.

The cemetery retains an interesting layout that has been designed to accommodate the rolling topography of sand dunes and makes for an attractive and significant landscape. There is also an interesting array of gravestone styles and materials including some very elaborate memorials which add to the aesthetic character.

How is it significant?
Sorrento Cemetery, 78 Normanby Road is of local historic, aesthetic and social significance to the Mornington Peninsula Shire.

Why is it significant?
Sorrento Cemetery, 78 Normanby Road is historically significant as it has functioned as a place of internment for the Portsea, Blairgowrie and Sorrento communities for over 130 years. It is a physical reminder of the communities of Sorrento, Blairgowrie and Portsea, their lives and names recorded in headstones, graves and memorials from 1886. The burial of shipwreck victims and a number of notable persons adds to the historical significance. The cemetery has social significance as a place of internment and memorial for the local community. (Criterion A & G)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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(1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Thematic History:

Public cemeteries provide a focus for family history researchers and is a locus for the grief for lost loved ones. But there is also the art of the mason and ironmonger freely displayed, along with contrived exotic plantings that lend shade and ornament for the living and the dead, and remnant indigenous growth that thrives where no-one bothers to weed or mow.

A distinctive aspect of the Peninsula's cemetery heritage is its nautical and defence elements. The Point Nepean Quarantine Station Cemetery (c.1852-54), with the Heaton Monument. This cemetery includes around 100 burials from some five ships, including 70 burials from the Ticonderoga. The Nepean Cemetery (1854-1924) located on the western edge of the quarantine station took some 300 burials including local settlers.

Three years after the Nepean Cemetery was closed in 1880, Sorrento Cemetery was opened although its first burial was not until 1886. Early graves include that of Joseph Craig and the Chinese, Charles Ah Foo, both 1894, while more recent burials include Percy Cerutty, the athletics coach known to all Victorians (born on 10 January 1895, died at Portsea and buried at Sorrento, 1975). It has multiple burials from two shipwrecks and a memorial to soldiers who served in the Boer War (1899-1902), one of only 53 memorials in Victoria to those who served in South Africa.

Other early cemeteries in the Shire include Tyabb (later Hastings) Cemetery, reserved in 1862; Rye Cemetery, established in 1863 with the earliest existing graves dating from the late 1860s; and Flinders Cemetery, gazetted in 1864 with the first recorded burial in January 1870. [Butler & Context, 2012:40-41]

History of the Place:

The Sorrento Public Cemetery of eight acres was established by a Crown Grant in August 1883, and was called Ocean Park Cemetery on the reservation. Local residents had petitioned the Board of Lands and Survey for a cemetery that was 'easy access from both places' being Portsea and Sorrento. [VPRS 14836/P/1 CEM445]

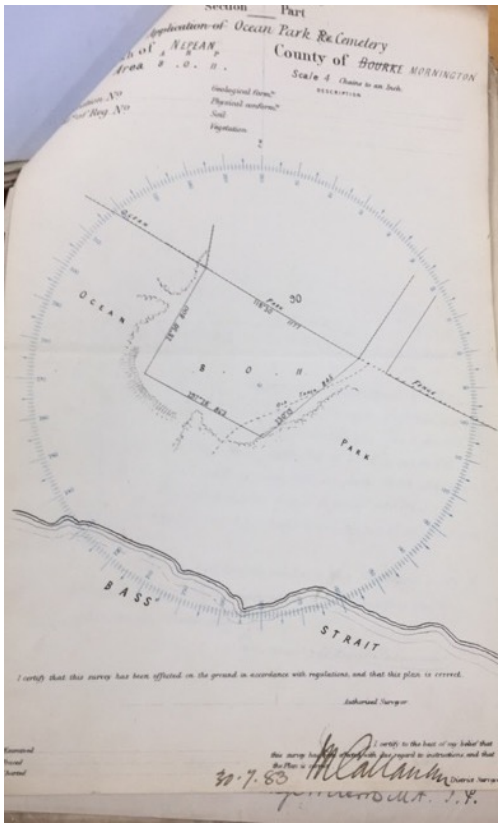
In 1900, the Sierra Nevada ran aground on Point Nepean and quickly broke up. Twenty-three of the 28 crew lost their lives, including the captain. The captain and ten of the seamen were buried in the Sorrento Cemetery on the order of the police department. It is not known what happened to the other bodies. The trustees later requested that the government reimburse them the cost of the burials and this was roundly refused by the government as a matter beyond their remit as the seamen were almost definitely paupers and therefore entitled to a free burial.

Through the cemetery correspondence with the General Health Branch it is clear that the cemetery laboured with too few resources and too few trustees. As late as 1973 the Board of Health was urging the trustees to compile a plan of the cemetery so that there would be no more mixed up burials which had caused expensive exhumations over the previous decades. [VPRS 14836/P/1 CEM445]

Originally the cemetery was divided into three sections, the Anglican, Presbyterian and Roman Catholic with the first burial taking place in 1886 in the Church of England Section. That first burial was John Darbyshire a cray fisherman with an interesting tale of being marooned on Darby's Rock off the back beach of Sorrento for four days. Interestingly, Darbyshire's name is the last on a long list of petitioners to the crown for a cemetery to be reserved.

Sorrento cemetery includes the internments of two shipwrecks, Sierra Nevada and SS Alert. SS Alert was shipwrecked off Cape Schanck on the 28th December 1893. Of the 16 people on board, the only survivor was Robert Ponting, the ship's cook, who was washed ashore at Sorrento back beach after clinging to a portion of cabin door. He was found and revived by locals using brandy and the body heat of a St. Bernard dog. Two bodies were also washed ashore at Sorrento back beach. [https://smct.org.au/sorrento-cemetery/]

In December 2017 the Sorrento Cemetery Trust was disbanded and it was taken over by Southern Metropolitan Cemeteries Trust.



Reservation of cemetery 1883, VPRS 14836/P/1 CEM445

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 2: Peopling the Mornington Peninsula
Theme 2.10: Burying and remembering the dead

Sources:

Cemetery correspondence and Department of Health files held at the Public Record Office of Victoria
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

Sorrento cemetery is sited behind Sorrento Ocean Beach on an area of rolling sand dunes at the end of Normanby Road. The cemetery has an informal gardenesque layout which reflects the undulating topography of the site. There is no clear division between the religious sections and no formal roads, paths and markers.

The cemetery is unusual in that the newer section has an incredible array of grave and monument types, materials and styles. Some monuments are very elaborate commissioned pieces in marble and stone. Even single gravestones are elaborately constructed and decorated. In the older section closer to the entrance gates,

vertical C19th memorials predominate. Memorials to shipwreck survivors and some influential persons make the cemetery a very interesting landscape.

The only planted European vegetation is two large pines near the entrance. Many graves have garden surrounds and domestic plants of different types. There are few garden beds and no avenues of trees, but the remnant Moonah vegetation surrounds the site in dense stands to the west and to the east is the fences of adjoining properties.

Comparative cemeteries:

There are six functioning cemeteries in Mornington Peninsula, most established in the mid-nineteenth century. Most are of a comparable size to Sorrento excepting Mornington Cemetery which is much larger and more suburban.

Dromana Cemetery, at 1065 Arthurs Seat Road, Arthurs Seat dates to 1863. The setting of the cemetery on a hillside with a view of the Bay, is quite different to Sorrento which is tucked behind sand dunes. Dromana is similar to Sorrento in that it has few trees which are typical to nineteenth century cemeteries and is surrounded by dense remnant vegetation. It also has a relaxed layout and there is not a great deal of distinction between denominational areas.

Rye Cemetery circa 1860, contains graves of Sullivan, Cain, and Purves families who are related to Sorrento families.

The Flinders cemetery, gazetted in 1864 is a similar relaxed design without formal denominational sections and surrounded by remnant vegetation. Its situation within the township gives it a much less isolated and lonely character than Sorrento.

Recommendations:
Recommended for inclusion on the Heritage Overlay to the extent of the whole property as defined by the title boundary.

Significant elements or design features:
C19th and early C20th gravestones and memorials and entrance gates. (Not the small office at the gate, this is intrusive and could be improved or removed.)

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 400

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Stringers Stores
Other Names:	L.R Williams, Macfarlan and Stringers
Address:	2-4 and 6-8 Ocean Beach Road, Sorrento
Place Type:	Shops
Designer/architect:	Unknown
Construction dates:	1886-1895
Architectural style:	Late Victorian/Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo sourced from Real Estate.com, 2018

Statement of Significance:

What is significant?
2-4 and 6-8 Ocean Beach Road, Sorrento, known collectively as Stringers stores, are Late Victorian two storey masonry shops. 2-4 Ocean Beach Road, is an all-limestone building dating to 1886. It was built for E.M Lentell who ran it until 1902, then a number of owner operators until it was bought by Macfarlan and Stringer in 1920. 6-8 Ocean Beach Road, built of brick, dates to 1892. It was built for F. Marsden a fruiterer, who sold it in 1899. Reid and Thorpe and Macfarlan and Stringer operated their businesses here. In 1920 the two buildings were purchased by one owner to form one business, still known as Stringers Stores.

The buildings retain most of their original fabric and integrity, with only minor changes to the ground floor shop fronts. The setting of the buildings on the prominent corner of Ocean Beach Road and Point Nepean Road contributes to the significance of the place.

How is it significant?

2-4 and 6-8 Ocean Beach Road, Sorrento are of local historical, social and representative(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
2-4 and 6-8 Ocean Beach Road are historically significant because they were constructed in the late nineteenth century and operated as grocery stores by well-known local identities - D.Macfarlan and W.Stringer. They are a rare example of purpose built, highly intact Late Victorian shops that have been in continuous use for 130 years, on the Mornington Peninsula. (Criterion A & B)

The retention of the two buildings operating under one name, on a prominent corner site in Sorrento enhances its significance. The landmark buildings and the name, Stringers Stores has social significance for the local community of Sorrento and Portsea. (Criterion G)

Shop 2-4 retains a number of original features, including coursed limestone which is a distinctive local building tradition in Sorrento and Portsea. Timber eave brackets, double hung windows, skillion verandah with timber posts and the arrangement of two large front windows and central doors. Shop 6-8 retains the original form of the parapeted façade, corbeled lintels above three double hung sash windows and a string course below. The rendered brick building has a double door, glass shop front with decorative transom window above, which appears to be an Inter-war addition with intact Art Deco detailing. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868

George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

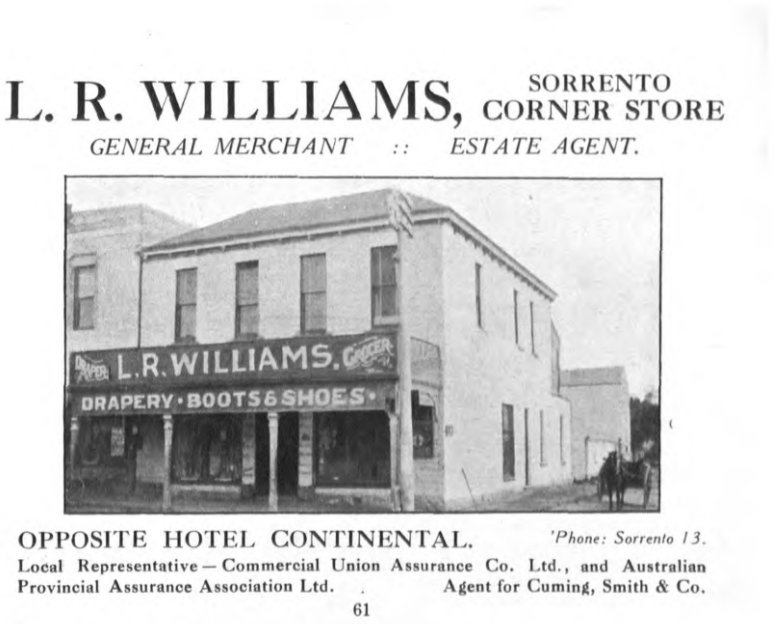
Charles Gavan Duffy alienated this land in 1872 and sold the blocks to small investors and to George Selth Coppin who by 1876 owned 225 acres of Sorrento township. Coppin began reorganising the allotments to suit his many business interests and promote the town to investors and tourists. The prominence of the allotment at the corner of Ocean Beach and Point Nepean Roads made it a prime position for a commercial development. Coppin constructed a road in 1889 to service his Ocean Amphitheatre at the back beach and provide tracks for his steam tramway that began taking passengers past the allotment in 1890. Coppin's Continental Hotel was built opposite the site in 1875.

The Thematic History has a brief section on the development of Sorrento's retail area. At Sorrento, Ocean Beach Road developed rapidly as the main commercial spine of the town from the 1880s and today there is ample evidence of the types of business premises which were established at the northern end of this road to service the holiday-makers and local residents. The Oriental Coffee Palace and the Stringers Stores are the most intact examples of commercial developments of the 1880s while more modest shops appear to have been redeveloped at the turn of the century. With their central commercial and service role in the community, local shops were sometimes associated with prominent local families and individuals. Shops such as Morleys Shop, built in 1903 for Edward Morley were also hailed as contributing to the architectural worth of the town. [Butler & Context, 2012:96-98]

According to the rate books, the first building on the corner site was number 2-4, a single storey building in limestone, built c.1886 for the Lintel(sic) family. A second storey was added by J. Lentell in 1894-5. The shop was let to A.C Head in 1901 and the following year he bought it and occupied it until 1915. In 1917 it was advertised as William's corner store, drapery, boots and shoes. In 1920 David Macfarlan and William Stringer who owned the building next door, took over the building and business. [Context, 1992, 1997:394]

The adjoining brick building, 6-8 was erected in 1892-93 for Frank Marsden a fruiterer with a second storey added c.1896. Reid and Thorpe occupied the building in 1899 and purchased it around 1903. [Context, 1992, 1997:394] By 1907, David Macfarlan, brother-in-law of Thorpe, had taken over the business and in 1912, joined a partnership with W. Stringer. Macfarlan went on to become a prominent individual in Sorrento, serving on Council for 30 years and advocating for Sorrento for many decades. He later operated the Athernaeum where he ran the first silent movies. They purchased the adjacent shop and created a link with the store at 2-4. W. Stringer bought Macfarlan out when he retired in 1926. [Hollinshed, 1982:135] The store is still called Stringers Stores.

The 1917 Illustrated Guide to Sorrento, reproduced below, ran ads for L.R.Williams corner store and Macfarlan and Stringer, grocers, bakers and wine and spirit merchants. The photos indicate the original arrangement of the shop fronts and windows and the use of painted signage and advertising on the walls of 6-8. [Illustrated guide to Sorrento:52]





Advertisements from the Illustrated Guide to Sorrento, 1917, Source State Library of Victoria



VNEP-P725 Croad, Stringer, Mathieson, Spunner families, Source Nepean Historical Society collection

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.3: Establishing Commercial and Retail Centres

Sources:

Nepean Historical Society collection
Illustrated Guide to Sorrento, 1917
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates

Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

2-4 Ocean Beach Road, Sorrento is an intact, double storey coursed limestone shop, with four double hung sash windows with stone sills, and lintels at first floor level, and a skillion post-verandah below. The shallow eaves of the double hipped roof have decorative timber brackets, and there are two chimneys at the rear.

The shopfront is composed of two large windows either side of a central double door with ingo and rendered columns. The windows have timber frames with two panes below, three above. The sills are unrendered limestone with vents. The shopfront is very simple and unadorned. Early photographs confirm that this arrangement has not changed much since the late nineteenth century. There is a new window inserted in the northern wall of the shopfront which is not present in historic photographs. At the rear of the building is a second storey lean-to addition of cement sheet and timber and a courtyard with new brick toilet building.

The building appears to be in good condition and is located in its original position, with its original streetscape setting.

6-8 Ocean Beach Road, Sorrento is an intact double storey rendered brick shop, with three double hung sash windows with corbelled lintels above a masonry string course. The parapeted façade is higher than the building next door and arranged very modestly if a little asymmetrically. The design and arrangement of verandah and windows gives a sense of being under-scale for the façade. Below the skillion post-verandah is an Interwar, tiled sill shopfront, with two recessed doorways with display window between and decorative transom window with gilt lettering above. Historic photos indicate that the original shopfront also had a central door. At the rear of 6-8 is a single storey warehouse style addition used for storage, providing rear access to a lane.

The building appears to be in good condition and is located in its original position, with its original streetscape setting.

Comparative buildings:
There are few other areas in Mornington Peninsula with intact two storey Late Victorian shops, and only Sorrento has limestone shops.

1-14 Ocean Beach Road, Continental Hotel built 1875, has a very similar limestone construction, double hung sash windows and decorative eave brackets. The similarities of construction were probably purposeful as it was directly opposite the hotel and on the most prominent corner in Sorrento.

23-25 Ocean Beach Road, Morleys General Store which is two storey limestone and brick building built 1902. The timber shop front has the same arrangement of glazing as 2-4. With two panes below three, with unrendered limestone sill below.

18-24 Ocean Beach Road, Oriental Coffee Palace, built 1887 has a similar limestone construction but very different design as the shopfronts are twentieth century additions and the upper storey has a verandah.

Recommendations:

Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Limestone and masonry construction, eave brackets, double hung sash windows, timber shop windows, 1920s shopfront and streetscape setting.

Changes to the fabric:
Introduction of decorative brackets to verandah posts, inappropriate colorbond roofing, replace with galvanised should opportunity arise.

Extent of fabric to be retained:
All the front façades and visible side facades, 1920s glass shopfront

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 402

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXXX
Place Name:	Former Sorrento Post and Telegraph Office
Address:	10-16 Ocean Beach Road, Sorrento
Place Type:	Post Office
Designer/architect:	JH Cohen
Construction dates:	1905
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Heritage Alliance 2017

Statement of Significance:

What is significant?
10-16 Ocean Beach Road, Sorrento, the former Sorrento Post Office is a Federation, brick building built in 1905 by the Public Works Department to a design by JH Cohen.

The building retains some of its original fabric and integrity, including face brick walls, render detailing, timber verandah detailing and setting on the street. There are minor changes to the front façade and major changes to the south facade which is now a café and retail space, extending to the rear.

The setting of the building on Ocean Beach Road contributes to the significance of the place.

How is it significant?
10-16 Ocean Beach Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

10-16 Ocean Beach Road is historically significant because it was constructed in 1905 and operated as Sorrento's Post Office for almost 100 years. It is a rare example of a purpose built, Federation Post Office in Mornington Peninsula and is an uncommon style for a rural post office in Victoria. (Criterion A & B)

The building retains a number original features, including brick and render façade, ornate timber verandah valance, stucco gable ends with Arts and Crafts lettering and timber windows. (Criterion D)

History:

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By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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History of the Place:

Charles Gavan Duffy alienated this land in 1872 and sold the blocks to small investors and to George Selth Coppin who by 1876 owned 225 acres of Sorrento township. Coppin began reorganising the allotments to suit his many business interests and promote the town to investors and tourists. The prominence of the allotments near the corner of Ocean Beach and Point Nepean Roads made it a prime position for commercial development. Coppin constructed a road in 1889 to service his Ocean Amphitheatre at the back beach and provide tracks for his steam tramway that began taking passengers past these allotments in 1890. Coppin's Continental Hotel was built opposite the site in 1875.

According to the Thematic History, Sorrento had a large number of post offices. The first post office opened in 1871, and this one on Ocean Beach Road was the sixth and was built on the site of an earlier Post Office. Built by Charles Haslett a local builder in 1905 to a standard Public Works Department design of the period. Interestingly the post office moved to the home of a C. Haslett whilst it was being built. [Butler and Context, 2012:64]

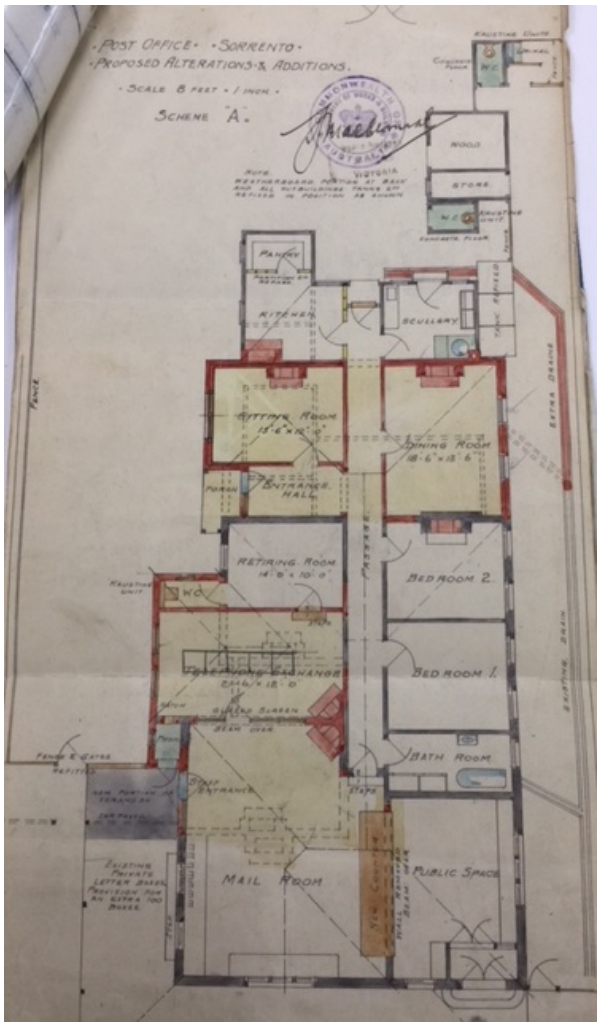
The first Post Office was at Clark Cottage on the foreshore and was demolished in 1953. A second Post Office next to Sorrento Hotel in 1872, was demolished in 1980. A third Post Office was part of the Continental Hotel in the mid-1880s and it then moved across the road to the residence of C. Haslett on Ocean Beach Road whilst this building was being constructed. [Context 1992, 1997:395]

This former Post Office and Telegraph building was built in 1905.The Flinders Heritage Study states that Leongatha Post Office is identical, but this is not quite true. Additions to the building were made in 1907 which may have been the residence of the postmistress, Miss Liston. The Federation style of the building is actually rather uncommon in Victoria and in a survey of 300 images of post offices in Victoria only two were constructed in a similar Federation style, at Woodend and Leongatha. Lardner believes the design may be the work of PWD architect J.B Cohen who also built Leongatha. [Lardner, 2012]

In the 1917 Guide to Sorrento, the Post Office is advertised as having a branch of the Commonwealth Savings Bank, which might have been the front entrance door. The other services advertised are public telephones and postal services. [Guide to Sorrento, 1917:14] The Post Office was discontinued in 2012 and the building was sold and adapted to retail uses. The adaptation has retained the street facade and extended and altered the south side and rear of the building.



Sorrento Post Office, c. 1910. Source, State Library of Victoria



Plan of Sorrento Post Office, B3712, Drawer 42, Folder 9, National Archives Australia

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 5: Establishing Communications
Theme 5.1: Establishing Post and Telegraph Offices

Sources:

National Archives of Australia
State Library of Victoria
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

10-16 Ocean Beach Road, Sorrento is a Federation brick building with a high iron roof, with a ridge and half gambrel. A front projecting gable has stucco finish and Arts and Crafts lettering inscribed. The prominent verandah is square posted with exposed rafters in the eaves and arched Edwardian fretwork in timber.

The timber windows have arched brick lintels and masonry sills. The front window is a triple casement with decorative fanlights, the remaining windows also have decorative fanlights. The two chimneys are brick with rendered tops and chimney pots. The original front door has steps and fan lights. The side door to the south has now been altered for a new café/retail enterprise.

An intrusive fence has been added to the south side and a deck to assist entry to the new store which has made a large opening in the south wall. One of the small casement windows at the front has also been altered to be frameless.

The building appears to be in good condition, although altered radically inside, and with external changes to the southern facade, is located in its original position, with its original streetscape setting.

Comparative buildings:

In Mornington Peninsula Shire:

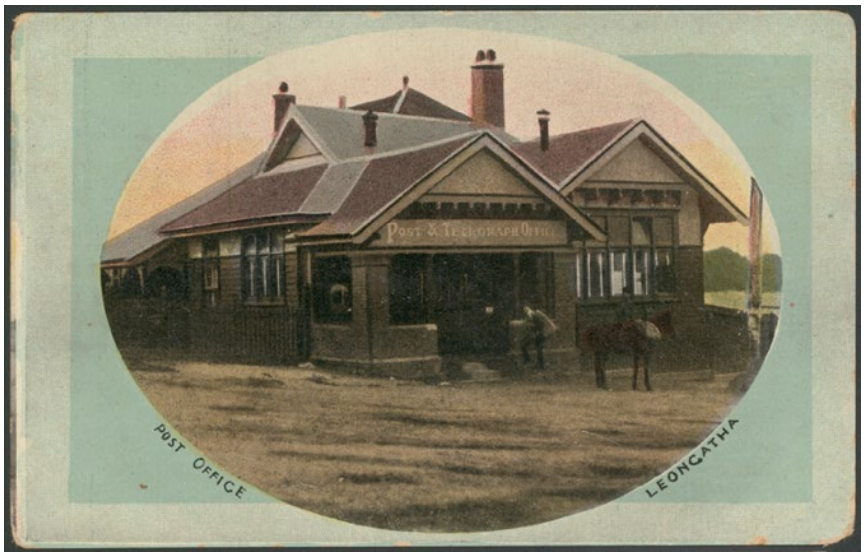
80 Byrnes Road, Shoreham the former Post Office and Residence, (HO342). This residence and post office was built as a private residence by the Byrnes family and the small gabled one room post office was added to the front with a separate side door to service customers. The privately built weatherboard building has little stylistic similarities to Sorrento.

51 Cook Street, Flinders the Flinders Post Office (HO333). This purpose built 1906 Post Office is the most comparative building to Sorrento. The Federation detailing of the stucco gable, verandah with timber detailing and eave details, with an adjacent residence indicates it was built by the Public Works Department to a standard design. Its location on a service road with large palm trees out the front adds to its significance.

789 The Esplanade, Mornington former post office, now a museum, (HO329). This brick building was erected by the Public Works Department in 1864 to a fairly standard Late Victorian design, with arched windows, slate roof and skillion telegraph office. The post office ceased functioning in 1963.

Outside Mornington Peninsula:

4 McCartin Street, Leongatha, (HO71) Leongatha Post Office was designed by JB Cohen of the Public Works Department in 1906. It is a very similar design to Sorrento and in the Statement of Significance for the place is described as; "the last such facility in Victoria to be designed and constructed by the State on behalf of the Commonwealth in the immediate period after Federation. It is one of only two such examples in the Shire and perhaps five in Victoria." It has a similar design to Sorrento with projecting gables, roughcast decoration and Arts and Crafts detailing.



Leongatha Post Office, Source, State Library of Victoria

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Brick and render walls of front facade, casement windows, timberwork on verandah, lettering on front gable.

Changes to the fabric:
Removal of front casement window, pre 1997; Reinstatement of front door post 1997; introduction of timber deck and modern folding doors to south façade; and new timber paling fence across south entrance.

Extent of fabric to be retained:
All the front façade and visible facades to the north and south sides.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No

Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 403

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXXX
Place Name:	Former Oriental Coffee Palace
Address:	18-24 Ocean Beach Road, Sorrento
Place Type:	Shops and offices
Designer/architect:	Unknown
Construction dates:	1887, 1925
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Heritage Alliance 2017

Statement of Significance:

What is significant?
18-24 Ocean Beach Road, Sorrento, known as the Oriental Coffee Palace is a Late Victorian two storey limestone building with an upper level verandah and ground floor shopfronts. The northern end of the building dates to 1887 and was built as a boarding house for William Hughes. It had a number of owner operators until it was closed as a boarding house in 1954.The southern end was extended sometime after 1925 in a similar style to the northern end.

The building retains some of its original Late Victorian fabric and integrity. The setting of the building on Ocean Beach Road contributes to the significance of the place.

How is it significant?
18-24 Ocean Beach Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

18-24 Ocean Beach Road is historically significant because it was constructed in the late nineteenth century by the locally significant, William Hughes, who operated CG Duffy's limekilns and eventually his own before he became licensee of the Continental Hotel and then built this guesthouse. It operated as a boarding house for 66 years and is a rare example of a purpose built, Late Victorian limestone boarding house in Sorrento and the Mornington Peninsula. (Criterion A, & B)

The building retains a number of original features, including its intact two storey verandah over public areas on the street below and location in the commercial area of Sorrento. The coursed limestone walls is a distinctive local building tradition on Mornington Peninsula. The property was extended in a sympathetic manner circa 1925. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

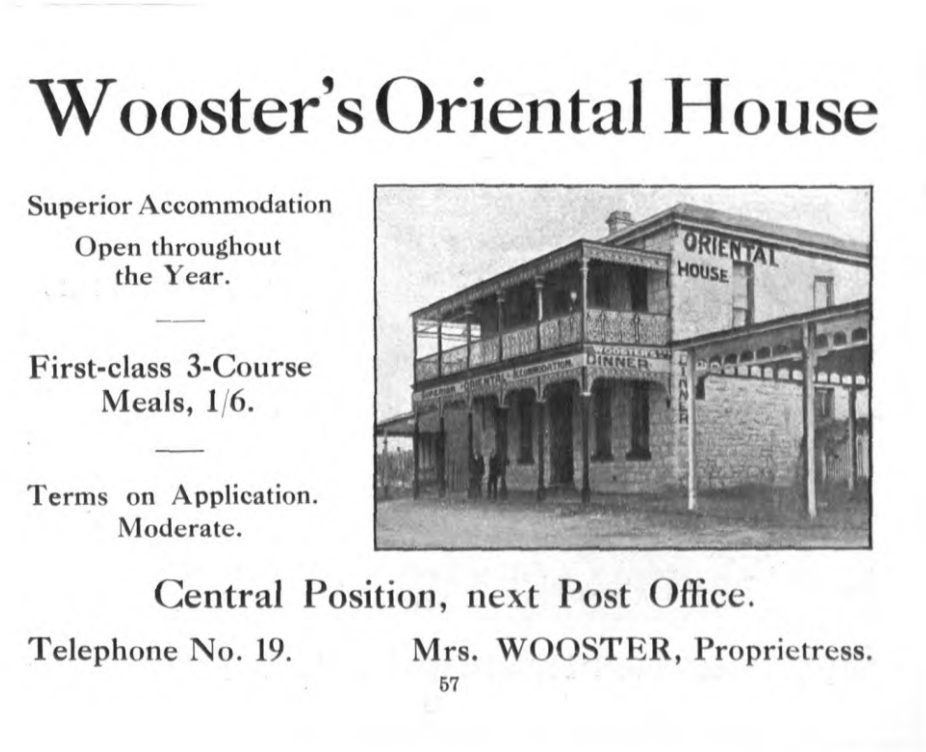
Charles Gavan Duffy alienated this land in 1872 and sold the blocks to small investors and to George Selth Coppin who by 1876 owned 225 acres of Sorrento township. Coppin began reorganising the allotments to suit his many business interests and promote the town to investors and tourists. The prominence of the allotments near the corner of Ocean Beach and Point Nepean Roads made it a prime position for commercial development. Coppin constructed a road in 1889 to service his Ocean Amphitheatre at the back beach and provide tracks for his steam tramway that began taking passengers past the allotment in 1890. Coppin's Continental Hotel was built opposite the site in 1875.

18-24 Ocean Beach Road, Sorrento, known as the Oriental Coffee Palace is a Late Victorian two storey limestone building with an upper level verandah. The northern end of the building (five verandah sections) dates to 1887 when it was built as a boarding house for William Hughes. Hughes was a prominent local identity who arrived in Melbourne from Ireland in 1856 to manage CG Duffy's limekilns on the Peninsula. Eventually he owned his own lime kilns and lime boats and then diversified into the guesthouse business at the same time that Coppin began promoting Sorrento as a place of leisure over lime. [Hollinshed 1982:125-6] Between 1882 and 1887 he became the licensee of the Continental Hotel and perhaps spurred by Coppin's vision for Sorrento constructed his two storey guesthouse in 1887. [Context 1992, 1997:397]

The guesthouse had a number of owner operators including Mrs Wooster, who owned it in 1917 and then later the Popple family, until it was closed as a boarding house in 1954. The southern end, which consists of one shop and a courtyard entrance at ground level and more accommodation above, might have been added after the business closed as a boarding house but this is not clear. An historic photograph from after 1925 held by the Nepean Historical Society, shows the southern end, after the carriage way, was called Thomasson's Store and had a recessed glass shopfront. The insertion of shopfronts at the ground level is therefore quite early and prior to the building closing as a boarding house. A photo from the 1940s also shows a shopfront to the south of the throughway. [Lardner, 2012, section 5:14]

The 1917 Illustrated Guide to Sorrento, reproduced below, ran ads for Wooster's Oriental House. The photos indicate the original arrangement of the downstairs windows and doors, without shopfronts, the unrendered limestone walls and verandah lacework. [Illustrated Guide to Sorrento:52]

At some time between 1917 and 1940 the southern end was extended with a ground level shop, throughway and upper level offices/accommodation. The two buildings now read as one building from the front.



Wooster's Oriental House

Superior Accommodation
Open throughout the Year.

First-class 3-Course Meals, 1/6.

Terms on Application. Moderate.

Central Position, next Post Office.

Telephone No. 19. Mrs. WOOSTER, Proprietress.

57

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.3: Establishing Commercial and Retail Centres
Theme 7.5: Lodging people

Sources:

Illustrated Guide to Sorrento, 1917
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

18-24 Ocean Beach Road, Sorrento is an intact, double storey coursed limestone building, with three shopfronts at ground level with a post verandah above. The building now functions as both retail, café and office accommodation. The limestone walls are now rendered but early photographs indicate the walls were un-rendered prior to 1940. The existing verandah has had most of its lacework stripped away and there are intrusive signage boards on the lower level which replaced the original lacework prior to 1925. The original limestone work of the two buildings can be seen in the courtyard which is accessed from a pedestrian throughway at ground level. The two buildings were joined at first floor level at some time between 1917 and 1925. The front verandah continues across both buildings so that it presents as a single building from the street.

The shopfronts at ground level were inserted sometime after 1940, with the southern end some 20 years prior to that. The shopfronts themselves appear to be mid-twentieth century, as is the custom orb lining under the verandah. The render over the limestone across the front facade is regrettable and should be removed. Upstairs the six double hung sash windows appear to be a mix of original and replacement. The older section of the building originally had only four windows and one door. There is now an additional two windows and one door at the southern end.

The building appears to be in good condition and is located in its original position and is an important building in the streetscape.

Comparative buildings:

1-14 Ocean Beach Road, Continental Hotel built 1875, has a very similar limestone construction, verandahs and decorative eave brackets. William Hughes was the licensee of the Continental between 1882-87, and he then built the Oriental directly across the road. The similarities of construction and detailing to verandahs was probably purposeful.

Stringers stores, 2-6 Ocean Beach Road, Sorrento was built in 1886. An all-limestone construction which was a purpose built store with shopfront on a prominent corner. It has the same eave brackets, face limestone walls and later shopfronts are very similar.

237 Ocean Beach Road, Whitehall was built in 1904 as a boarding house. It is the only other boarding house still extant in Sorrento. The Federation construction in limestone with extensive brick quoining, is on a much larger scale and a very different garden and beach-side setting.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Limestone walls, some sash windows, original lacework on verandah, pedestrian throughway.

Changes to the fabric:
Render to limestone walls should be removed, verandah lacework and detailing reinstated, which should be rectified using photographic evidence.

Extent of fabric to be retained:
All the front façade and visible facades in throughway.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 451

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	Whitehall
Address:	237 Ocean Beach Road, Sorrento
Place Type:	Guesthouse
Designer/architect:	J.Gibbons (or Usher & Kemp?)
Construction dates:	Circa 1904
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
237 Ocean Beach Road, Sorrento, known as Whitehall, is a Federation guesthouse dating to 1904. It was built for James D. Allen who ran it as a guesthouse with his daughter from 1904-1949. Whitehall was one of many guesthouses in Portsea and Sorrento, but by the 1950s it was the last one operating in Sorrento.

The guesthouse retains most of its original fabric and integrity, with only minor changes to the fabric and the once extensive grounds. It is a highly visible part of the streetscape and the most prominent building at this end of Ocean Beach Road. The two storey limestone and brick structure has an upper verandah with an ornate timber valance and balustrade, a central projecting gable above the roof and an arched opening at ground level over the front door.

The highly visible setting at the end of Ocean Beach Road contributes to the significance of the place

How is it significant?

237 Ocean Beach Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
237 Ocean Beach Road is historically significant because it was constructed in 1904 and is a rare example of a purpose built, beachside guesthouse in Sorrento. It is one of only two original guesthouses built at the start of the twentieth century which survives in Sorrento and is mostly intact. (Criterion A & B)

The guest house retains a number of its original features, including limestone and brick walls which is a distinctive local building tradition in Sorrento and Portsea and practiced with great skill by local builders. The original features include the upper storey verandah with decorative timber balustrade and valance, arched opening at ground level and gable at roof height, turned timber verandah posts and decorative brick quoining around windows and doors and building corners. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. The retention of the generous garden setting, with a curved driveway, on a prominent site in Sorrento enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne

to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Charles Gavan Duffy alienated this land in 1872. He did not subdivide or sell it until around the end of the century when there was a rush of building along this section of Ocean Beach Road. Most properties still standing between Melbourne Road and the Back Beach were constructed between 1889 and 1915.

The limestone Oriental Coffee Palace was the first guesthouse built at Sorrento in 1887-88 by William Hughes. Hughes was formerly a lime burner who moved to Sorrento from Ireland to work at the kilns of CG Duffy. It ran as Wooster's Oriental Palace for some time, as advertised in the Guide to Sorrento in 1917. The building was owned by the Popple family in 1954 when it ceased to be a guesthouse. The Oriental was one of nine guesthouses in Sorrento. The Sorrento guesthouse, Whitehall, at 231-237 Ocean Beach Road was built in 1904 for James D. Allen who ran it with his daughter from 1904-1949. Of the many guesthouses that existed in the heyday of Portsea and Sorrento as resort towns, Whitehall is the only one still operating (in 2012). [Butler & Context, 2012:100-102]

It is interesting that the Thematic History which goes into some detail about lodging houses and guesthouses, does not deal with a theme of institutional accommodation, which during the course of this study has arisen with a number of properties in Portsea and Sorrento. Large properties such as Whitehall, Marlborough House, Mandalay (now demolished), Hindson House/Seacombe and Delgany were used as hostels for disadvantaged children, Navy personnel, deaf and dumb children, those with mental illness and religious orders. The combination of the resort atmosphere, easy transport from Melbourne and the availability of large properties, obviously made it quite popular for the establishment of hostels. Excepting the Lord Mayors Children's Camp, these are now a thing of

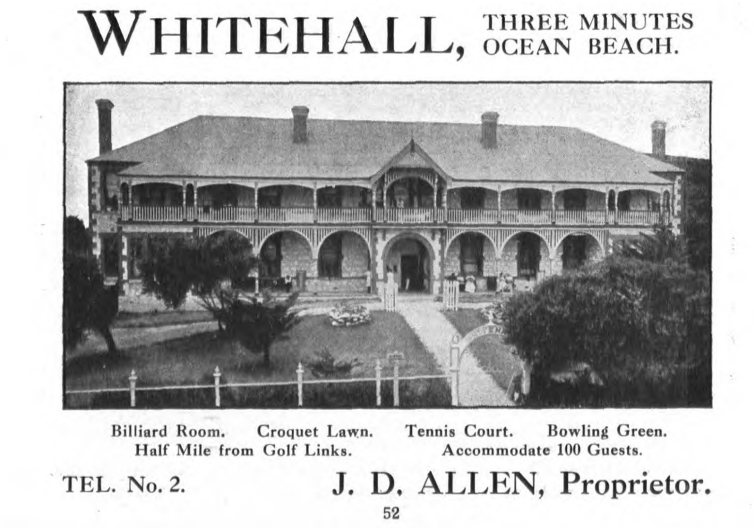
the past as Peninsula property prices have made it unfeasible for government, charity and religious institutions to purchase the large properties required for lodging large groups of people.

Whitehall which was built as a private guesthouse was built at the very end of Ocean Beach Road which had been constructed by George Selth Coppin in 1889 to service his Ocean Amphitheatre at the back beach in Sorrento and provide tracks for his steam tramway that began taking passengers in 1890. Two guesthouses sat opposite each other at the end of Ocean Beach Road, the Ophir which was three storeys high and built of timber, and the limestone and brick Whitehall. Here guests had unobstructed views of the Ocean to the south and views to the tower of the Continental Hotel to the north.

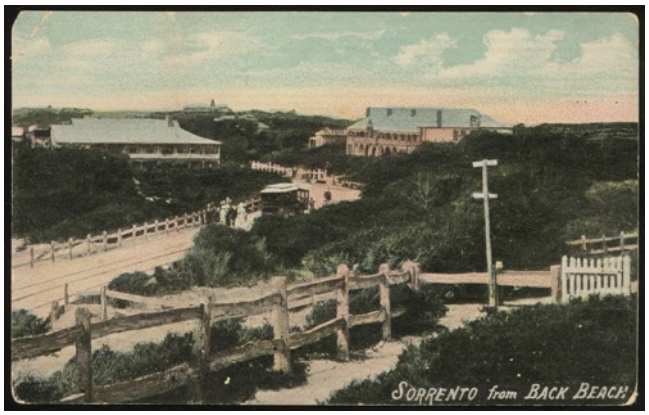
Guesthouses in Sorrento and Portsea were constructed to service passengers coming by steamer from the City. Marlborough House in Portsea was constructed as a boarding house in 1902 for Matilda Reid by William Joseph Croad (1870-1934). Its construction style is strikingly similar to Whitehall and this is not surprising as it was constructed by WJ Croad, Charles Johnson and William Goss, all highly skilled local builders in limestone. By 1902 there were several boarding or guesthouses in Sorrento. In 1917, *Illustrated Guide to Sorrento on Sea* by Sorrento Progress Association, showed a listing for numerous guesthouses; Lonsdale House, Back Beach Palace, Ophir, Monte Vista, Oriental Palace, and Somerset House. The Oriental and Whitehall are the only extant buildings. [Context 1992, 1997:28]

The 1917 *Illustrated Guide to Sorrento,* ran ads for Whitehall which advertised it as being three minutes from Ocean Beach and boasting a Billiard Room, Croquet Lawn, Tennis court, Bowling green, half a mile from golf links and can accommodate 100 guests. [*Illustrated Guide to Sorrento*:52]

In 1949 the guest house was up for sale and was purchased on the 30 November 1949 by the Minister for the Navy. The guest house was purchased by the Minister to provide accommodation for the families of Royal Navy personnel in Australia. Another property was purchased in Katoomba for the same purpose. In 1950 the property passed to the Migrant Workers Accommodation Division of the Department of Labour and National service for them to manage. A live-in Manager, Mr E.J Lake was appointed to run the hostel. (National Archives of Australia, 569/201/2250) It was sold back into private ownership in 1952 to the Dunkley family who operated it as a guesthouse for many years, and after having been sold again recently, it is currently being renovated.



Whitehall advertisement in *Illustrated Guide to Sorrento on Sea*, Sorrento Progress Association, 1917, Source, State Library of Victoria.



Sorrento from Back Beach, postcard, showing Ophir and Whitehall and the steam tram. n.d. Source, State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.5: Lodging people

Sources:

Illustrated Guide to Sorrento on Sea, 1917
State Library of Victoria picture collection
National Archives of Australia
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

237 Ocean Beach Road, Sorrento is an intact, double storey limestone and brick guest house, with four chimneys, hipped iron roof and upper verandah. The verandah has turned timber posts, decorative timber valance and balustrade and an arched masonry opening at ground level. The upper level has a gable roof over the opening with a finial and decorative lattice work. The limestone walls have red brick quoining at corners, windows doors and at ground level on the front facade, at each end there is a projecting bay with triple windows.

The limestone is random coursed and has been recently painted over which should be removed. The red brick quoining is tuck pointed, some of the double hung windows appear to be original, but the oversized front door is not and should be replaced.

The building appears to be in good condition and is located in its original position, with its original garden setting to the front and rear. The two storey limestone extension to the rear is possibly original to an early period of the property and should be retained. It appears to have been built with similar materials and skill.

Comparative buildings:

Marlborough House, 8 Back Beach Road, Portsea (1902) was constructed as a boarding house for Matilda Reid by William Joseph Croad. The Croad family were highly skilled builders in limestone and brick and it is likely that Whitehall's design was greatly influenced by this building. It was purchased in 1955 by the Mental Health Authority as a respite residence for disabled people and so has historical associations to Whitehall as well.

The Oriental Palace,18-24 Ocean Beach Road, Sorrento built in 1888 was a family style guesthouse strategically located opposite Coppin's Continental Hotel. The building has some similarities even though it is a Late Victorian design, it has two storeys, limestone walls and ornate verandah decoration. It's later conversion to ground floor shops and second floor offices has impacted its integrity.

Sorrento Hotel, 5-7 Hotham Road, Sorrento (1872-1920) is a Late Victorian resort style hotel and the first hotel to be constructed in Sorrento. It is possibly the very first building to be constructed of local limestone with brick quoining. Later additions of accommodation wings were constructed of all-limestone construction. The elegant style using bay windows, double height verandahs to increase sea views and elegant styling are all repeated in later lodging houses and hotels.



Photo sourced from Real Estate.com, 2015

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Limestone and brick walls, timber verandah valance and balustrade, gable roof over entrance and timber windows, arrangement of curved drive.

Changes to the fabric:
Removal of paint from surface of limestone, change in paint colour scheme to a more period scheme. Front door should be replaced with a more sympathetic style and size of door. Reinstate the lattice screen in the central roof portico.

Garden and landscape:
The original arrangement of gravel garden paths should be reinstated at the front, the simple front fence retained and curved driveway retained.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 455

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	Prangeville
Address:	34-36 Ossett Street, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1880-1890
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo source heritage ALLIANCE 2018

Statement of Significance:

What is significant?
34-36 Ossett Street, Sorrento, is a small timber Victorian cottage dating to circa 1880-1890. It was built for the well-known Carbuhn family and was occupied by members of their family for around 40 years.

The house retains some of its original fabric, including timber weatherboards, timber double hung windows, entry porch over the central front door, terracotta ridge tiles and iron roof.

How is it significant?
34-36 Ossett Street, Sorrento is of local historical and representative(architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
34-36 Ossett Street, Sorrento is historically significant for its association with the Carbuhn family. The property was constructed circa 1880-1890 and is a fair example of a humble weatherboard cottage. It is one of only a few original cottages surviving in Ossett Street. (Criterion A)

The house retains some of its original features of a Late Victorian cottage, including its small symmetrical size, weatherboard cladding, iron roof and timber windows and terracotta roof tiles along the ridge of the M-shaped roof. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Information on the Carbuhn family has been gleaned from numerous sources including Certificates of Title, Wills and Probate and a file on the family held by the Nepean Historical Society. The Carbuhn family have a long association with Sorrento and owned a number of properties in the area around Ocean Beach Road and Ossett Street, and there were a number of branches to the family. Hans and Mary Carbuhn lived in the boarding house known as Somerset House at 197 Ocean Beach Road, constructed in 1892. They were well-known in Sorrento and had no children. Their niece was Gertrude Carbuhn, daughter of Heinrich Carbuhn who was a miner and had a very small farm at Amphitheatre near Avoca. Heinrich had married Catharina Prange, and both had emigrated from Germany in 1864. Another German family settled at Amphitheatre were the Leveckes from Mecklenberg. Margaretha Levecke was the sister of Heinrich and Hans Carbuhn and mother of Theodore Harry Levecke.

Gertrude Carbuhn and her sister Doris became dressmakers after the untimely death of their father Heinrich, and went to live with their uncle Hans in Sorrento in the 1880s. Here they started a dressmaking business and eventually both married into local families. Gertrude's mother Catharina moved to Sorrento to be near them and she built Prangeville at 34 Ossett Street, and then left it to her daughter Gertrude. In 1896 Gertrude Carbuhn is listed as having title to 34 Ossett Street. [Certificate of Title; Vol. 2607 Fol. 521299] At her death in 1912 her residence was listed as Prangeville.

The date of construction of Prangeville is not known but could be the late 1880s or early 1890s. Gertrude married James Wilson Tayton in 1897. The Taytons then owned and lived in a number of different lots in Ocean Beach Road, including a well-known hardware business. [NHS file on Carbuhn family]

Heinrich Carbuhn, (presumably the brother of Gertrude) who was the executor of Catharina's estate, was resident at Prangeville when he died in 1919 and bequeathed the 5-room weatherboard house to his widow, Lillian Marta Carbuhn. She was still the owner in 1923, as listed in the Flinders Rate Books. Lillian Marta remarried in 1925 to Theodore Harry Levecke, a widower from Amphitheatre and nephew of Hans and Catharina Carbuhn. She died in 1938 in Malvern, Melbourne. Just before her death she sold the property to William Holmes and Lilian May Holmes of Barkers Road, Kew. The Holmes family owned the property until 1968 and since then there have been a number of other owners until the current owners who bought the property in 1981.



Tayton's Hardware shop on Ocean Beach Road, Source, Portsea and Sorrento History Group Facebook page n.d.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Nepean Historical Society Family files-Carbuhn
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:
The small weatherboard cottage at 34 Ossett Street is in poor but original condition. The weatherboard walls, hipped iron roof with terracotta ridge tiles, masonry chimney, front timber porch and timber windows are probably all original features. The house is incredibly plain and simple and the front porch design is unusual. The house is set to the side of the angular block and has an intact garden with large trees. It is unusual in that it does not appear to have any additions.

Comparative buildings:

Prangeville is a small weatherboard cottage which is similar to a number of cottages on Ocean Beach Road and in East Sorrento, but this house was built for a local family and was not a holiday house. It is an unusual design and as no early photos have been located it is not known how original these design elements are. It is fairly typical of a Late Victorian cottage in Sorrento excepting it appears to have never had a front verandah, which is unusual.

Louisville, 222 Ocean Beach Road, Sorrento (1890) built for Dr Hutchinson is a simple weatherboard house with a skillion verandah across the symmetrical front, with two windows either side of the front door.

10 Hiskens Street, Sorrento (circa 1900-1920) is a similar small weatherboard cottage on a large, original allotment. It is later in date but stylistically similar to Prangeville.

Cooee, 98 Hurstwood Road, Sorrento (1904) was a dairy run by Mrs Morce on Hurstwood Road. The small timber cottage has a limestone dairy at the back and is on a large allotment. the simple design and humble materials are comparable to Prangeville.

Rai Rai, 228 Ocean Beach Road, Sorrento (1903-04) was constructed for the White family. It is a Federation weatherboard house and is in poor condition but is set far back on a large allotment and is comparable in terms of materials and size.

House, 35 Bowen Road, Sorrento (circa 1900-1920) this is a small cottage which has been greatly altered but has the exact same terracotta ridge tiles on its iron roof as 34 Ossett Street.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The terracotta ridge tiles and front porch

Garden and landscape:
Has some large mature trees at the front.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 458

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Sayers House (former)
Other Names:	T124 (Small Homes Service)
Address:	42-46 Ozone Avenue, Sorrento
Place Type:	House
Designer/architect:	Loke Kong Sun; additions by Peter Staughton
Construction dates:	1966; 1973
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
42-46 Ozone Avenue, Sorrento, is a holiday dwelling that was erected in two stages for the Sayers family. The original house, comprising a truncated A-framed structure, was built in 1966 and was based on a standard design T124 of the *Age*/RAIA Small Homes Service (adapted by Malaysian-born architect Lok Kong Sun). Seven years later, the house was enlarged to the design of architect Peter Staughton, who conceived a new L-shaped wing with full-height windows and a distinctive pyramidal skylight. The metal clad garage is not of significance.

How is it significant?
42-46 Ozone Avenue, Sorrento, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?

42-46 Ozone Avenue, Sorrento, is of architectural significance as one of the more unusual designs from the catalogue of standard designs offered by the Age/RVIA Small Homes Service (*Criterion H*). Initiated in 1947 with Robin Boyd as foundation director, the service provided a range of low-cost house designs prepared by leading architects of the day. This house at Sorrento, designated as T124 in the service's range, was one of few designs conceived specifically for use as a holiday dwelling; it was also one of few single-bedroom dwellings in the range, and the only one to adopt the distinctive and fashionable A-framed form (*Criterion B*). The house was also one of very few actual SHS dwellings to be profiled in the newspaper's column; although generic plans and perspectives were published every week, images or accounts of completed dwellings were rarely featured, to ensure client privacy. It is a rare and unusual survivor of the SHS in the Mornington Peninsula Shire.

The additions made in the early 1970s by architect Peter Staughton are of architectural merit in their own right. With its distinctive L-shaped plan form and roofline incorporating angular skylight, the elegantly-proportioned and minimalist wing represents a highly successful attempt to deal with the intrinsic problem of enlarging an A-framed house in a sympathetic and user-friendly fashion (*Criterion F*).

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which

many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The house at 42-46 Ozone Avenue, Sorrento, was erected for accountant Frederick Sayers (1912-1988) and his wife, the former Jean Payne (1912-2007). The couple, who married in 1935, had variously resided in Heidelberg and Balwyn before moving to Wellington Street, Kew, in the late 1950s. Around that same time, they acquired vacant land in Sorrento as a site for a future holiday dwelling for themselves and their son Graham. Land records reveal that the title to three adjacent allotments in Ozone Avenue was transferred to Mrs Jean Sayers in October 1959. Located on the north side of the street, the site comprised Lots 5, 6 and 7 of a 53-lot pre-war subdivision that extended between Normanby Road and Ossett Street. Several years would pass, however, before serious planning of the house began.

Rather than directly engaging an architect to design their weekender, the couple turned to the Small Homes Service (SHS) run jointly by the *Age* newspaper and the Royal Victorian Institute of Architects (RVIA). Initiated in 1947 as a means to allay the post-war housing crisis, the service offered a range of standard house designs (prepared, anonymously, by leading architects of the day), for which plans could be cheaply purchased. In this way, homemakers of limited means could obtain a smart and functional modernist house at a fraction of the cost of engaging an architect directly. The SHS proved an immediate success under foundation director Robin Boyd, and, for more than two decades thence, remained popular under the subsequent directorships of Neil Clerehan (1953-62), Jack Clarke (1962-65) and Daryl Jackson (1965-69). It was during the early part of Jackson's tenure that Frederick and Jean Sayers consulted the service regarding their proposed holiday house at Sorrento. They selected a standard plan designated as T124 (the prefix referring to timber construction, and the first digit to the number of bedrooms). First published in the weekly *Age* column on 31 January 1966, T124 was an A-framed structure on a compact 7.5 square plan, providing living room, kitchen and bathroom at ground level with a mezzanine-like 'dormitory' at the upper level, accessed by a spiral staircase. It was not only one of few single-bedroom designs in the entire SHS range, but also one of few that conceived specifically as a holiday residence.

At the time of its original publication, T124 was lauded as “a simple design adaptable to any site, with a sleeping capacity of six”. When the Sayer’s version was published separately upon completion, it was noted that the standard design had been adapted for them, “to suit local conditions”. This adaptation was undertaken by Loke Kong Sun (1935-), a young Malaysian-born architect. Graduating from RMIT in April 1965, Loke had worked in the offices of Best Overend and Harry Ernedt and, by the time he became registered later that year, was employed with Hugh Peck & Associates. Loke’s role in adapting the design of the Sayers’ house seems to have been limited to flattening the steep apex of the A-framed roof to create a truncated profile; the detailing and interior planning otherwise remained the same. Erected by local builder C A Bird, the house was completed at the relatively low cost of $6,000. In August 1966, the finished dwelling was profiled in the property column of the *Herald* newspaper, which described it as an “unusual, relatively inexpensive and attractive beach holiday house”. The article not only drew attention to its distinctive form and internal planning, but also to the detailing that included alternating panels of clear and opaque glazing to the full-height window walls, and, inside the house, an “interesting spiral staircase of simple wooden stilt-like construction”.

After Frederick Sayers retired in the early 1970s, he and his wife decided to move into the Sorrento house. The decision to take up permanent residence there, coupled with the desire to accommodate visiting grandchildren, prompted them to engage architect Peter Staughton (1929-) to extend the building. A graduate of the University of Melbourne, Staughton had achieved early fame when, soon after completing his studies in 1954, he won a scholarship to study for a year at the British School in Rome (the first Australian to do so). Returning to Melbourne, he worked in the office of Yuncken Freeman before commencing his own practice in the 1960s. Best known for designing his own house in Warrandyte, Staughton otherwise maintained a flourishing practice of highly-regarded residential work, several examples of which were published in the early 1970s.

In extending the Sayers house in Ozone Avenue, Staughton rose to the special challenge of enlarging the distinctive A-framed building in an appropriate fashion; as he himself put it, “to relate the new appendage to a form that is geometrically complete in itself”. Rather than breaking through the side of the existing house, he proposed a glazed link that would run along the front of the building, providing access to a semi-detached wing to the side, containing a study, bedroom and *en suite* bathroom for the Sayers, thus giving their three grandchildren the run of the original mezzanine bedroom. To echo the jagged roofline of the original A-frame, Staughton’s new wing included a projecting lantern-like rooflet with a skylight to the bedroom below. Staughton otherwise aimed for consistency of materials between the old and the new, specifying the same type of metal tray decking for the roof. While the original house was clad with cedar boards, Staughton instead specified pressure-treated pine boarding (for reasons of cost and availability), but in a matching profile.

Construction, undertaken by Rosebud builders R J & J A Rollings, was duly completed. So successful was Staughton’s unique approach to enlarging the house that the completed project was profiled in the *Age* newspaper as “House of the Week” for 8 October 1973. Evidently pleased with the outcome, the Sayers family continued using the house for many years thence. Frederick Sayers was still living there at the time of in September 1988; his widow Jean appears to have retained ownership of the property for nearly another decade. She died in February 2005, aged 95 years.



The original house soon after completion
Source: Herald, 5 August 1966, p 20



Peter Staughton's 1973 addition, as seem from the rear (north)
Source: Age, 8 October 1973, p 12

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title, Vol 8259, Folio 850, created 1 October 1959
"Two holiday houses", *Age*, 31 January 1966, p 8
"Now it's an A-frame", *Herald,* 5 August 1966, p 20
"A-framed holiday home enlarged to full size", *Age*, 8 October 1973, p 12
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Built on a relatively flat but elevated site, the former Sayers holiday house comprises several distinct (and distinctive) components. The original A-framed house (1966) is a compact two-storey structure with sloping walls to the east and west sides and a flat top, creating the unusual truncated profile. The side walls (which are effectively the roof) and top are all clad with metal tray decking. The front and rear sides of the dwelling are infilled with timber-framed windows, creating the effect of a full-height but multi-paned window wall.

The side wing (1973) is a mostly flat-roofed structure on an L-shaped plan. One arm of the "L' is a narrow glass-walled foyer (with timber-framed full-height windows and glazed doors) that extends partially across the front of the earlier A-framed house. The other arm, forming the discrete bedroom/study wing, is clad with vertical pressure-treated Permapine pine boarding and has a flat roof clad in Brownbuilt steel decking (matching the

earlier house) punctuated by a small pyramidal rooflet with lantern-like skylight. A simple timber-framed carport (or *porte cochere*) projects forward from the glazed foyer, with broad fascia and timber slatted ceiling. To the opposite (west) side of the wing is a freestanding gable-roofed double garage, which is a later addition.

Comparative buildings:

This house is highly unusual in the local context, with relatively few known comparators either as a confirmed SHS design or as an A-framed holiday house.

It is known that standard designs from the SHS range were a popular choice for inexpensive weekenders on the Mornington Peninsula. When another holiday house design, T114, was discussed in the SHS column on 29 April 1952, Robin Boyd vaguely noted that examples had already been built at Sorrento, Rye, Point Leo, Dromana and Rosebud. While a photograph of T114 house at Sorrento appeared in the column on 28 December 1953, no street address or client name was included. This was typical; it was very rare for built examples to be published in the weekly column, and even rarer for any helpful identifying data to be included. Consequently, it remains notoriously difficult to locate specific examples in the field. Surviving documentation is also lacking. A typescript list of completed SHS dwellings, compiled by the service in 1953, included three in Sorrento (two examples of the T114, and one T275) and one at Portsea (T230), albeit with incomplete addresses. Research to date has confirmed only that the T230 still stands at 19 Warraweena Road, Portsea, in seemingly good condition.

Long associated with seasonal holiday destinations, A-framed dwellings were once ubiquitous presence in Victorian resort areas, both inland and coastal. Although they would have been a relatively common sight on the Mornington Peninsula in the later 1960s and '70s, this is now no longer the case; victims of their own modest scale and limited adaptability, many examples have since disappeared. A rare surviving A-framed house was recommended for heritage overlay protection in the *Mornington Peninsula Shire Heritage Review: Area 2* (2016). Located at 10 Seaview Street, Dromana, this was confirmed as an example of a standardised dwelling that architect Peter Hooks prepared for project house company Wilcroft Homes Pty Ltd. Two other examples of this same standard design were located during fieldwork for this current project: one at 7 Fawkner Avenue, Sorrento, and the other at 10 Grosvenor Court, Portsea. Both appear to remain in good condition.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
A-framed roof; window wall; glazed link; lantern roof

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
Any further additions or new buildings on the site should not overwhelm or unduly detract from the distinctive sculptural form of the building, and especially the silhouette of the A-framed element.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No

Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 461

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Newberry Hill
Address:	3039 Point Nepean Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1906
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3039 Point Nepean Road, Sorrento, known as Newberry Hill, is a Federation house in its original setting, dating to circa 1906. It was built for the Hutchins family who fished from Camerons Bight for many decades.

The house retains some of its original fabric. It has a symmetrical façade with a hipped roof, skillion verandah, triple sash windows and corbelled brick chimneys. The timber verandah decoration and the post brackets is a later addition.

How is it significant?
3039 Point Nepean Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

3039 Point Nepean Road, Sorrento is historically significant for its association with the local Hutchins family who fished Cameron's Bight for many decades. The property was constructed in circa 1906 and is a rare example of a house associated with a local fishing family. (Criterion A & B)

The house retains a number of its original features including hipped roof, corbelled chimneys, three sash windows either side of a central door under a skillion verandah. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History states that according to the earliest accounts of the Peninsula's history, fishermen were among the first Europeans to inhabit the shores of Port Phillip and Western Port bays. Fishing became a major early local industry only surpassed on the west coast by lime burning. Like the lime industry, fishing was an important factor in the establishment of a number of early coastal townships. [Butler and Context, 2012:55]

These fishermen built houses and cottages facing the Bay to be close to their boats and the shore. Some even had shacks or huts on the foreshore. In Portsea there were the Watsons, whilst at Sorrento there was the Erlandsens on Point Nepean Road, the Watts on Holyrood Ave, John Watson at Lystra on St Pauls Road and the Hutchins family on Cameron's Bight.

Farmers at Dromana and lime burners at Sorrento worked as fishermen, boat men on steamers and hired pleasure craft to tourists to supplement their income. Fishing continued as a major local industry further up the coast until the late twentieth century. In 1960, approximately 600,000 pounds of fish were caught by professional fishermen in the waters off the Shire of Frankston and Hastings. [Butler and Context, 2012:55]

The Flinders Heritage Study states that this site was part of a 4.5 acre subdivision by CG Duffy in 1872. The rate books suggest building occurring circa 1909 and 1912, when it was owned by Ellen Elizabeth and Richard Onge. William Hutchins owned the property with Robert Onge from 1915 to 1919 and then continued to own the residence until at least 1968. William was the first son of George Hutchins who took up a fishing licence at Cameron's Bight in the 1890s.Three generations of Hutchins fished at Cameron's Bight and as late as the 1970s, were still selling fish there. [Context 1992, 1997]

Attempting to sort out the ownership of this property is confused by the names of the owners and the unclear relationships between them. A quick survey of birth, death and marriage records indicates that Robert William Hutchins was born to William George Hutchins, a fisherman and Ellen Elizabeth(Lilly) Onge in 1907. Lilly and William had married the year before. Lilly's father and mother were Robert Persse Onge and Ellen Elizabeth Cuttle. Oral history provided by the owners indicates that the Onge family had holidayed in Sorrento, and the property at 3039 Point Nepean Road was a wedding present from the Onge family to the newlyweds. Another cottage was situated at the rear of the present house, and the Hutchins family would move between the two houses when they rented Newberry Hill to tourists, during the summer.

Oral history states that the Hutchins family had been fishing at Sorrento from at least 1870 when they were granted a 99 year lease of Crown Land at Cameron's Bight. They had a jetty named for them adjacent to the current jetty. They camped on the beach and eventually built a two bedroom cottage and shop. During the summer months the Hutchins would fish in Cameron's Bight, sell their fish locally or send it by train from Frankston to the City. During the winter months they would return to Williamstown to fish there. At 3037 Point Nepean Road was another house, lived in by Phillip (Pat) Hutchins. Pat, a fisherman lived in this house until he retired. The house is now demolished. [Family history provided by owners of 3039 Point Nepean Road to Council, April 2019]

William George Hutchins died in 1942 and left Newberry Hill to his son Robert William Hutchins and when Robert William Hutchins died in 1968, his wife, Lillian occupied the house until she sold it 1985 to Tom O'Donohue. [Family history provided by owners of 3039 Point Nepean Road to Council, April 2019]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 4: Utilising natural resources
Theme 4.2: Fishing

Sources:
Family history provided by owners of 3039 Point Nepean Road to Council, April 2019
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A symmetrical weatherboard, Federation house with hipped roof, skillion verandah and later decorative fretwork to verandah and post brackets. Two front timber windows have three pane casement, either side of a central door. Two brick chimneys have decorative soldier coursing. The house is sited on a rise above the road and would have once had views to Camerons Bight and the beach where the family had a cottage and shop. The garden is now densely treed and the views are now blocked by regrowth.

Comparative buildings:

The following comparative buildings are all related to Newberry Hill via the historical theme of Fishing.

Watts cottage, 165 Ocean Beach Road, Sorrento (1870) relocated to Mechanics Institute garden in 1988. It was originally located on Holyrood Avenue off Erlandsen Avenue and was built by the local fisherman John Watts in 1870. It is far earlier than Newberry Hill and its relocation decreases its comparative value.

Lystra at 5 St Pauls Road, Sorrento (1887) is an early fisherman's cottage built in limestone by John Watson, a local fisherman. Located across the road from the Bay and largely unaltered, it is the best preserved of the early fishermen's houses. The Watsons had moved to this part of the Bay after being evicted from Weeroona Bay near Portsea in the 1860s.

Franklin at 3213 Point Nepean Road, Sorrento (circa 1890-1910) was also owned by John Watson, and with Lystra might be one of four houses on a large allotment, now subdivided, that he owned. This large weatherboard house is earlier than Newberry Hill but is also located close to the water and appears largely intact.

Demolished house, Vue Hill, which belonged to the fishing family Erlandsen.

Other properties occupied by the Hutchins family but now demolished, include 3037 Point Nepean Road; a small cottage and shop on the foreshore of Cameron's Bight; and a cottage at 2 Cameron's Close. Newberry Hill is the only surviving property associated with this family of fishermen and is a rare surviving house associated with a local fishing family in Sorrento.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Weatherboard walls, front windows, hipped roof with skillion verandah and chimneys.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 463

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	The Sisters
Address:	3073 Point Nepean Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1900
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3073 Point Nepean Road, Sorrento, known as The Sisters, is a symmetrical Federation rendered concrete cottage circa 1900, with hipped M-profile roof, decorative timber verandah valance, timber windows and door and a hipped verandah round two sides.

The building retains some of its original fabric and integrity. The fabric of the house is concrete with limestone rubble, poured or rammed into a formwork which is an unusual construction method on the Peninsula. The setting of the building in a large garden with remnant vegetation contributes to the significance of the place. The second building on the property, known as Ivanhoe is not of significance due to its altered state.

How is it significant?
3073 Point Nepean Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
3073 Point Nepean Road is historically significant because it was constructed in circa 1900 by the locally well-known Meaden family, and it has been owned by them for almost 130 years. Its name, opposite the landforms known as The Sisters, is also evocative. (Criterion A)

The building retains a number of original features, including unusual rendered concrete walls, unusual timber verandah valance, hipped verandah, timber windows and garden steps to front door. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of

buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

3073 Point Nepean Road was part of Crown Portion 65, and is shown on an 1837 plan of the Parish of Nepean as alienated by JG Duffy. The Flinders Heritage Study had the following information on this property. It states that; "Ivanhoe was constructed in 1893 and the other house, at 3069 around 1911. It is believed that the original building on the site was constructed of wood and later clad in 'brick F/C or concrete block. Frederick Meaden was the first owner who arrived in Sorrento in 1892. He was largely responsible for the recognition and protection of the settlers' graves across the road from his house. Descendants still owned the property in 1992." This information came from rate books and a Mrs Jean Goddard. [Context 1992, 1997:544]

A photographic collection donated by the Wardell family to the State Library of Victoria documents the property named in the photos as "Ivanhoe" which was the Wardell family's summer holiday rental for some years. Edward Stanfield Wardell was Deputy Master of the Melbourne Mint, from 1904-1915 and was a very active photographer of his family and their lives. The Wardell family appear to have used the Meaden house as a holiday home from about 1905 until at least 1920.

From the photographic collection in the State Library one can surmise that there was an early timber house and a masonry house on Crown Portion 65 from at least 1906. The rate books confirm this, as from 1901 there are two buildings listed on Portion 65. The rendered house can be clearly seen in a 1908 slide copied below. An earlier 1906 slide shows a timber house called Ivanhoe in the SLV catalogue. This building is no longer evident on the site but was mentioned in Meaden's will of 1933. The rendered building is probably the concrete house, 'The Sisters', which was named in the probate of Frederick Meaden as his family home.

By the time of his death in 1933, Fred Meaden owned 33 acres of Crown allotment 70 and 65, a concrete house of six rooms known as The Sisters and occupied by the Meadens, and a double fronted wooden dwelling of five rooms with a wattle and daub kitchen and bedroom, known as Ivanhoe, which was a holiday rental. [PRO VPRS 28, P0003, 2541]

According to the former Shire of Flinders building files the Meaden family continued to own Ivanhoe and the adjacent block until at least 1983 when it was transferred to Dorothy Jean Goddard and Margaret Mary Lawrence. The property had been consolidated and then subdivided into two lots. The house known as The Sisters is

variously described as stone and brick and formed part of Lot 1. [Building files, Flinders Shire 140091/01, 3069 Point Nepean Road Sorrento]

Neil Meaden, via the Nepean Historical Society has provided family information on the property. The family believe that Frederick Meaden arrived in Sorrento in the 1880s, purchased land on the beachfront and built a timber house he called Ivanhoe. Ivanhoe was the family home and a number of Meaden children were born there. Frederick built the more substantial limestone *(actually made of concrete and limestone rubble)* home known as The Sisters, adjacent to Ivanhoe and the family moved into it in 1900. The family remember the Wardell family renting both houses at different times and the fun they had with the numerous Wardell children.

With the passing of Frederick and Georgina in the 1930s, Florence Meaden moved into Ivanhoe. In the late 1940s the timber weatherboards at Ivanhoe were replaced with concrete bricks and it was let out to families as a holiday rental over summer. The limestone *(actually made of concrete and limestone rubble)* house remains largely unaltered and has been unoccupied for many years. The other house, known as Ivanhoe has been altered and extended over the years, by a family member. [Personal Communication, Neil Meaden, 10 May 2018] The current occupier of Ivanhoe, Margaret Lawrence who is the daughter of Richard Meaden, has provided additional information on the construction of the house now known as The Sisters, which is currently occupied by her grandson. [Personal communication , Margaret Lawrence, 25 March 2019]



Georgina Wardell in garden “Ivanhoe” March 1906, Edward Stanfield Wardell photographer, Source SLV



"Ivanhoe" with children and cows -1908[slide], Edward Stanfield Wardell photographer, Source, SLV



Ivanhoe, to the east of The Sisters, at number 3069. This building has been greatly altered and extended to the rear and west. Most probably built in late 1880s and extensively remodelled in 1911. Photo heritage ALLIANCE 2017

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Peopling the Mornington Peninsula
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Personal Communication Neil Meaden
Personal Communication Margaret Lawrence
State Library of Victoria Photographic collection
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Council Building Files
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A symmetrical, restrained design, this rendered concrete cottage in a Late Victorian style with hipped M-profile roof, has two chimneys and a hipped verandah to the front and western side. Decorative timber fretwork to verandah was replaced in the 1990s to the same design. The two front timber windows and a central timber door with sidelights were also replaced. The house is sited on a large allotment and a second house (1911) has been built to the east. The garden has remnant moonah vegetation, and ornate concrete steps leading to the front door and a concrete porch. From the shape of the house it is almost unchanged since 1908 and has not been extended since at least the 1950s. Internal alterations have been made and the roof and guttering were replaced in the 1990s.

The Sisters is one of only a few rendered houses in Sorrento and Portsea noted during this study. The family have provided photos which show that the building is constructed of concrete and limestone rubble poured or rammed in formwork. This is an unusual method of building on the Peninsula.

Comparative buildings:

3489 Point Nepean Road, Sorrento (1893) This Late Victorian house was built for James Hughes a limeburner who might also have built the house with his brother William Hughes. The house has an asymmetrical front and rendered limestone and brick walls with front verandah and projecting bay.

11 Boroondara Road, Sorrento (c.1890-1910) was originally built as staff quarters for the Mendes family who later built the large house, Sorrento House, fronting Point Nepean Road. It is a rendered masonry cottage with verandah at the front and has a restrained Late Victorian design similar to The Sisters.

Killalde, 66 Blair Court, Portsea (Circa 1882) was listed in 1882 as the property of local labourer James O'Keefe who owned the property until 1908. It is an assymetrical rendered masonry cottage with a hipped iron roof and a limestone kitchen at the rear.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole of the property as defined by the title boundaries.

Significant elements or design features:
The verandah, decoration, concrete walls

Extent of fabric to be retained:
The whole of the house, the front steps and verandah, but not the newer extension to the rear.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 466

Heritage Overlay number: **XXXXX**

HERMES No.	XXXX
Place Name:	Hubay House (former)
Address:	3098 Point Nepean Road, Sorrento
Place Type:	House
Designer/architect:	Tibor Hubay
Construction dates:	1987-90
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
3098 Point Nepean Road, Sorrento, is single-storey limestone holiday house built right to the beach frontage, incorporating a two-bay boatshed with slipways. The house incorporates an earlier skillion-roofed weatherboard dwelling on the site that was reclad in limestone veneer, in order to match the limestone additions comprising a gable-roofed wing over the boatshed, and a smaller gabled garage to the street frontage. The house was erected in 1987-90 by leading Melbourne interior designer Tibor Hubay, who designed it himself.

How is it significant?
3098 Point Nepean Road, Sorrento, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
3098 Point Nepean Road, Sorrento, is of architectural significance as an unusual example of a holiday house. Developed on a bayside block with direct beach frontage, the house is built right to the beach boundary and thus has the superlative quality of being the house that stands closest to the bay (*Criterion B*). This is not only

expressed in the fact that its boundary wall touches the sand, but also through the way in which the house incorporates a boatshed at the lower level, which opens directly to the beach, with a timber slipway still evident. Although many bayside houses in the Mornington Peninsula Shire have boatsheds, this example is an apparently unique instance where the facility is integrated into the house itself, rather than as a detached structure located some distance from the house. With its distinctive limestone construction, the building also represents a significant example of Post War architects acknowledging the district's vernacular tradition of stone cottages and beach houses. (*Criterion F*).

The house is also of architectural significance as a rare example of an architectural design project undertaken by Tibor Hubay, a leading Hungarian-born interior designer. While much sought-after in Melbourne in the 1970s, '80s and '90s for high-end fitouts of restaurants, apartments, nightclubs and boardrooms, as well as the design of furniture, light fittings and other accessories, Hubay was neither qualified nor registered as an architect and rarely turned his talents to the design of entire buildings. Although he is known to have undertaken at least two cinema fitouts in the Mornington Peninsula Shire (at Rosebud and Sorrento), this house is the only known example of his residential work in the municipality (*Criterion B*), and has a further level of significance as a holiday dwelling that the designer conceived for his personal use (*Criterion H*).

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne

to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the place:

The house at 3055 Point Nepean Road, Sorrento, was erected in 1991 as a holiday dwelling for leading interior designer Tibor Hubay, who designed the building himself in what represented one of few forays into the design of an entire building. Born in Budapest, Tibor Stefan Hubay (1941-2005) was the son of an architect/engineer and a fashion designer who migrated to Australia when he was ten years old. Completing a Diploma of Commercial Art at RMIT, Hubay headed overseas and worked for an advertising agency in London before securing a position in the new design firm founded by photographer and writer Baron Alessandro Albrizzi. Hubay went on to work in the USA before returning to Melbourne in 1969 and taking up a position with a leading advertising agency. In 1972, he and his French-born wife Christine (a designer whom he had met while working in London) established their own design practice in South Yarra, under the name Palazzo Pty Ltd. The firm encapsulated total design, including not only interiors but also furniture, light fittings and accessories. Initially characterised by stark minimalist modernism, the Palazzo style soon changed to become synonymous with luxurious finishes such as marble, granite, anodized metal and gold leaf. During the peak of Hubay's practice in the 1980s and '90s, he was responsible for a string of high-profile interior fitouts that included nightclubs, restaurants, apartments, corporate board rooms and cinemas. Although not qualified or registered as an architect, he dabbled in the design of entire buildings, including a house for himself in Toorak.

In 1978, Hubay acquired a block of land on the watery side of Point Nepean Road at Sorrento that didn't merely offer a desirable bayside outlook, but the rarer and even more desirable quality of actual frontage to the beach at Sullivan's Bay. At that time, the site was occupied by a weatherboard house right on the beach boundary, with a detached boatshed alongside. Proposing to replace this house with a new one on the same footprint, while retaining the boat shed, Hubay approached project housing company Merchant Builders. Although this firm was

best known for providing high-quality standardised houses, it also offered a bespoke design service through its in-house architectural team, Merchant Design, then headed by architect Leo de Jong. His initial sketch plans for Hubay's house, prepared in late 1978, proposed a modest split-level timber dwelling with partial second storey. A revised scheme, for which drawings were prepared in July 1979, proposed a slightly different layout, and was now shown to be of masonry construction rather than timber: specifically, beige sandstone blockwork. Although a building permit was promptly issued, construction did not commence immediately and, in November 1980, Hubay advised the Shire of Flinders that "due to financial commitments at present, and to the quality of structure and general fittings required, I have at this stage not been able to commence building works at Sorrento". The expiry date for the building permit was subsequently extended for another two years.

In May 1982, six months before the building permit was due to expire, Hubay had fresh plans drawn up for an entirely different house on the same site. This new scheme was developed by Hubay himself, with the working drawings credited him as "design consultant" to architect Chris P Smith, who prepared the actual documentation. Similarly intended to be of sandstone construction, the new house otherwise represented a significant departure from the Merchant Design scheme. Hubay proposed a larger (fully two-storeyed) dwelling with a flat roof and full-width window walls at each level that opened onto balconies, with the integrated boatshed underneath that was accessed via a spiral staircase with a clear Perspex dome. This project, however, did not proceed and, in June 1984, Hubay contacted the Shire of Flinders to request a further two-year extension of his building permit. During 1986, plans were drawn up for yet another entirely new scheme that was effectively a pared-down version of the last one: a single-storey flat-roofed sandstone house, with full-width window wall facing the bay and a domed spiral staircase linking to the boatshed below. But this, too, came to nought when Hubay was unable to find a builder to provide a quotation for construction. In October, he contacted the Shire of Flinders and requested that the building permit, which had already been extended twice, should now be cancelled.

During 1987, Hubay had plans drawn up for what would become the fourth and last iteration of his holiday house, and the one that would finally reach fruition after a decade in limbo. This time, Hubay proposed that the existing skillion-roofed weatherboard house on the site would simply be retained, refurbished, extended and remodelled. A new gable-roofed wing would extend across the roof of the existing boatshed to provide a master bedroom suite that opened onto a bayside balcony, with a new garage added to the street side. Construction, undertaken by J Moody & Company of Blairgowrie, commenced in September 1989. As work continued, Hubay made one crucial last-minute amendment to the design: he specified that the weatherboard cladding of the existing house would be concealed by limestone blockwork, thus matching the masonry used for the new additions along the north side. Construction of the house, including a slipway for the boatshed, was finally completed in May 1990.

When Hubay's new holiday house was profiled in *Belle* magazine in 1992, it was extolled in glowing terms that belied the project's prolonged and troubled gestation. Described as "a real beach house", it was lauded for the way in which the designer "handles the historic aspect of the site laterally, creating a house that just hints at age by clever use of traditional materials and colours". There was praise for the stonework in homage to the region's vernacular architecture: limestone that referenced the colour of the sandy beach, and "cut in the traditional textured way to achieve a sense of age, relationship to the coast, and warmth". It was noted that, while Hubay was "dipping his hat at history by referring back to the classicism and traditional clues of the Mediterranean", he had produced a house that that was contemporary without being overtly so. Attention was drawn to the way in which the existing dwelling and the new work had been so seamlessly connected that even Hubay's house-guests were moved to ask of him "where are the old bits?". Hubay himself was quoted as saying: "this is the happiest house. It always feels great, like being in an ocean liner. This is the ultimate St Tropez or Portofino house, one hour from Melbourne".



Beach frontage of the house soon after completion in 1990; note original pale blue/green colour scheme
Source: Belle, Dec 1991/Jan 1992

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Property File No 139671, held by Mornington Peninsula Shire.
"Sand castle", *Belle*, December 1991/January 1992, pp 52-59.
Built Heritage Pty Ltd, "Tibor Hubay", *Dictionary of Unsung Architects*, <<www.builtheritage.com.au>>
Research files held by Built Heritage Pty Ltd
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Built right to the bayside boundary of a site with beach frontage, the former Hubay House is a single-storey limestone dwelling elevated above an integrated boatshed that opens directly onto the beach. The irregular plan and varied roofline hints at the fact that the building resulted from an existing timber house on the site that was remodelled, enlarged and reclad. This original dwelling, extending along the south side, has an L-shaped plan with two skillion roofs. The additions, extending along the north side, comprise a gabled garage facing the street and a gabled wing above the boatshed, separated by a long narrow courtyard. The additions are built of limestone blockwork, with matching blockwork veneer that conceals the weatherboard exterior of the original house. All of the stonework is expressed as coursed ashlar with a rough rusticated finish.

Occupying a block with street frontage, beach frontage and a side boundary that abuts a reserve, the house has three publicly visible elevations. The asymmetrical street frontage comprises the front wall of the original reclad house, which has tall rectangular windows with pairs of timber-framed double-hung sashes and louvred shutters, and the garage to the left side. The north elevation, facing the public reserve, is a blank and windowless stonewall built right to the boundary, with irregular parapet line that follows the transverse gable of the garage and the longitudinal gable of the beachfront wing. The beach frontage, which effectively forms the principal façade of the house, is similarly asymmetrical, with the skillion-roofed original house to the left side and the gable-roofed

addition to the right. Both portions have large plate glass windows, wide white-painted timber fascias and broad eaves. The gable end also incorporated a truss-like lattice screen. Below, the full-width window wall opens onto a balcony with metal pipe columns and cable balustrade. The boatshed, immediately underneath, has two entrances with timber doors in a pale blue painted finish, one of which opens onto a timber slipway that extend down the beach. Photographs published in 1990 shows that this pale blue colour scheme is original (and formerly extended to the other exterior timberwork, now painted white)

As the house is built right to the beachfront boundary, there is no back yard in the traditional sense. The front garden is substantial, and contains a wide driveway paved with herringbone brickwork. A narrow garden bed along the south side of the driveway is lined with Mediterranean cypress trees, while the larger garden area to the north side contains river pebbles, a mature Canary Island date palm, agaves and other succulents. The garden is further enlivened by a ruined timber rowboat and two sculptures of elephants created from driftwood. At the street frontage, the driveway entrance is marked by two capped limestone gateposts with spur walls, and a pair of wrought iron gates.

Comparative buildings:

Although Tibor Hubay was prolific as a designer of interiors, furniture, light fittings and the like, he did not formally practise as a building designer and consequently designed very few actual buildings. Research to date has identified only a few houses that he designed in Melbourne's inner south-eastern suburbs, including one for himself in Toorak (1989) and some additions to another house that he subsequently occupied in South Yarra (2000). Hubay's work is otherwise represented in the Mornington Peninsula Shire by interior fitouts for local cinemas, which date from his tenue as Director of Design for the Village Roadshow Corporation in the 1990s. In this capacity, he was involved in the refurbishment of the Athenaeum Cinema in Ocean Beach Road, Sorrento (1996), and the Rosebud Cinema in Rosebud Parade, Rosebud (1997).

The 1990 article in *Vogue Living* ascribed Hubay's weekender with the superlative quality of being the house on the Mornington Peninsula that is built closest to the bay. This claim, and a related assertion that the house may be rare or unique for its integrated boatshed, is worthy of further investigation. While many bayside residential properties in Portsea and Sorrento (as well as Mornington and Mount Eliza) have boatsheds, these are detached structures located some distance from the house, often separated by ti-tree scrub and/or a cliff with a steep access path or staircase. There are few parts of the coastline where the topography is such (and residential subdivision has been permitted) that a boatshed might be integrated into a dwelling. No private houses exist along the foreshore at Blairgowrie, Rye, Capel Sound, McCrae, Dromana, Safety Beach or Mount Martha. While there are some in Rosebud (between Nos 832 and 934 Point Nepean Road), these are all set back at least sixty metres from the beach itself. A group of four houses in Sorrento (Nos 3206, 3212, 3214 and 3216 Point Nepean Road) are about thirty metres from the beach, but are still separated by enclosed backyards and ti-tree scrub. Another group of seven houses in Sorrento (Nos 3080, 3082, 3084, 3086, 3088, 3096 and 3098) is sited similarly close to the beach, but only the last of them is built right to the beachfront property line. While a few have detached boatsheds (e.g. No 3086), only No 3098 has a boasted that is integrated into the house.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Limestone construction; integrated boatshed and slipway

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions or new buildings to be permitted

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 476

Heritage Overlay number: **XXXXX**

HERMES No:	XXXXX
Place Name:	North Esk
Address:	3251 Point Nepean Road, Sorrento
Place Type:	House
Construction dates:	1880
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3251 Point Nepean Road, Sorrento, known as North Esk, is a Late Victorian all-limestone, two storey mansion in its original garden setting, dating to circa 1880-1882. It was built as a holiday home for Hon. James Service, and was later occupied by the Halfey and Carnegie families.

The limestone mansion appears to retain most of its Late Victorian fabric. Two storey at the front, facing the Bay, three storeys at the rear, it has double verandahs, a projecting wing on the east side and is sited on a prominent rise with a clear view across the Bay. The verandah has ornate lacework on both levels, decorative iron posts and decorative timber eave brackets. The slate roof and limestone chimneys have been restored. The garden setting and prominent site adds to its significance.

How is it significant?
3251 Point Nepean Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
3251 Point Nepean Road, Sorrento, known as North Esk, is historically significant for its association with the Hon. James Service, John Halfey and the Carnegie families. The property was constructed circa 1880-1882 and is a good example of a Late Victorian Italianate mansion. It was built by a well-known and influential businessman who was Premier at the time of its construction. Later it was occupied by the Halfey family who were associated with *The Herald*, and for 30 years by the well-known Carnegie family of piano makers. The property appears to be very intact. (Criterion A)

The house retains most of its original features of a Late Victorian Italianate mansion, including limestone walls, slate roof, chimneys, timber doors and windows, lacework to verandah and decorative eave brackets. The retention of the prominent setting facing the Bay enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battle-axe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History states that relatively little survives from the pre-1880s period in these coastal townships. What remains, therefore, has great rarity value. The buildings which survive from this era tend to be the more substantial ones, solidly built in brick or local limestone, such as the Sorrento Hotel (1872), the Continental Hotel (1875) and the Mornington Hotel (1876), The Anchorage (Coppin's House) (1874), The Athenaeum (1875) and the Mechanics Institute (1876-7). The more modest early wattle and daub farmhouses and small fisherman's cottages in foreshore areas have all but gone. [Butler & Context, 2012: 89] North Esk which was located next door to The Anchorage, and was built only six years later, should be included in this list of extant large gentleman's holiday mansion. The Hon. James Service was typical of the type of gentleman who sought to establish themselves among the gentry who purchased waterfront property in Sorrento. Politicians, businessmen and lawyers' houses line the Bay and established Sorrento's reputation as a holiday destination for the well-heeled.

The Flinders Heritage Study states that North Esk was constructed between 1880 and 1882, North Esk was first owned by the Hon. James Service, businessman and politician. Later owners included John Halfey who purchased the property from Service in August 1886 and owned it with Annie Halfey until 1910. For the next 30 years it was owned by D. Carnegie of the family Carnegie and sons. [Context 1992, 1997:566]

James Service (1823-1899) was born in Scotland and migrated to Victoria in 1853 as a tea and coffee merchant for a Glasgow company. With other Scottish partners he started a tea company called James Service & Co who imported Robur tea and represented other well-known brands and companies. He became involved in local politics and then was elected to the Legislative Assembly in 1857. He was a reformer and introduced legislation to reform the sale of lands and schools. He was active on the board of the Alfred Hospital and Commercial Bank of Australia. Service resigned from the Ministry in 1881 and went to Europe to recover his health. He returned in 1882 and on his re-election, became Premier of Victoria in 1883. These dates coincide with the dates stated as the period that North Esk was built. This implies that the house was built entirely in his absence or that the house

was built earlier or later. Service retired from parliament in 1885 due to ill health and left for Europe in 1886 which coincides with his sale of North Esk. He continued to serve a number of honorary and board positions and died in 1898. Why he built North Esk and what he intended it for is unknown as he would have visited the property but rarely. Possibly the long build dates reflect his absence from the State. His marriage had broken up in the early 1850s and he lived with Louisa Hoseason Forty for the rest of his life and had five daughters with her. [Australian Dictionary of Biography, 1972, entry for James Service]

The next owner, John Halfey (1825-1899) also had a chequered personal life having deserted his wife and daughter in England before migrating to Victoria and making a fortune on the Bendigo goldfields. His wife filed for divorce in 1862 and he then married Annie Lane in Geelong in 1863. He unsuccessfully stood for parliament a number of times and failed. His financial interests were mostly in mining and he was director of a number of financial companies. He became the manager of *The Herald* and he managed that newspaper during its time of growth as a daily newspaper. He died at *The Herald* offices in 1889. [Australian Dictionary of Biography, 1972, entry for John Halfey]

The Carnegie family who owned the property between 1910 and WW2 are well known in Victoria for their piano manufacturing business. Already around 1850 pianos were being made by John Williams in Tasmania and the brothers James and Jabez Carnegie of Melbourne. Around 1920, J. Carnegie and Son began building pianos in Richmond. They produced two models using family names before buying the rights to use a number of German names. They made uprights, player pianos and baby grands continuing to build until about 1955. [Robert Palmieri, The Piano; An Encyclopedia:29]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7:	Building Settlements and Towns
Theme 7.8:	Designing and building mansions, houses and holiday shacks
Theme 2:	Peopling the Mornington Peninsula
Theme 2.6.2:	Cliff-top villas

Sources:

Australian Dictionary of Biography
Palmieri, R. and ed M. Palmieri, 2003, *Piano: An Encyclopedia*, Routledge New York.
Shire of Flinders Rate Books
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Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

On an elevated site with views of the Bay and a local landmark in Sorrento, North Esk is a large, two storey, all-limestone mansion. The sloping site allows for an extra storey with service areas at the rear. A projecting bay on the east side of the house steps down at the back to a garage and the service areas of the driveway and back yard. The front of the house is very hard to see but photos on the internet indicate that there is a central projecting bay window on the lower level and possibly the side door on Bowen Street was the front door. The very large sash windows on both levels and the timber door with sidelights and fanlight appear to be original.

The stonework of the front two storey section is of a high quality with stone quoins seamlessly integrated with the walls and careful coursing and pointing using regularly cut blocks. The stonework of the projecting Bay to the east side and the rear sections is not of the same quality, with irregular cut blocks and a lack of pointing. The windows are not original in this section, and the capping to the wall at the rear also appears to be later than the front section. It is possible that later owners extended the eastern side, retaining the all-limestone walls. The rear of the house now contains apartments and the block has been subdivided along Bowen Street.

North Esk is possibly the largest all-limestone private residence in Sorrento, built before 1900.

Comparative places:

House, 849-851 Melbourne Road, Sorrento (1895) This house was built by the well-known local builder William Joseph Croad for himself, and displays his skills in the use of the local limestone and an elegant design on a sloping site. it has the same eave brackets, all-limestone walls, and verandah and is a pared down, smaller version of a gentleman's mansion

Hindson House/Seacombe, 3440 Point Nepean Road, Sorrento (1873) is a two storey limestone and brick mansion built by John Farnsworth for another Premier, George Kerferd MP. It was sited in a similar dramatic position right on the Bay, has two storeys in Italianate style with a rear stone tower and ornate verandah to the front elevation.

The Anchorage, 3273 Point Nepean Road, Sorrento (1873) is an all limestone house for George Coppin, designed by Levi Powell, built by John Farnsworth, with a similar design resolution for a sloping site and a high quality limestone work. The projecting window bays and ornate verandah decoration, and slate roof are very similar to North Esk and might possibly have had the same designer or builder.

Cliff-Crest, 3500 Point Nepean Road, Sorrento (1890-1892) was built in limestone by William Joseph Croad for James Wright and extended several times. The house is of a later design but has the same all limestone walls bay windows and a similar siting on the cliff overlooking the Bay.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Limestone walls, verandahs, lacework, windows and door

Garden and landscape:
A large area of garden should be maintained at front and side of house to preserve views to house.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No



Photo of Bowen Road aspect from www.Mapio.net, sourced November 2018.

HERITAGE CITATION 483

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Place Name:	Sorrento Masonic Centre
Address:	3385 Point Nepean Road, Sorrento
Place Type:	Community hall
Designer/architect:	C. Askew
Construction dates:	1929
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3385 Point Nepean Road, Sorrento, known as Sorrento Masonic Centre, is an Inter-War hall in the Free Classical style, dating to 1929. It was built for the use of Point Nepean freemasons and has been continuously used by members of their lodge for 89 years.

The Masonic Centre retains most of its original fabric, including a stripped classical, rendered facade with portico, columns and leadlight windows.

How is it significant?
3385 Point Nepean Road, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

3385 Point Nepean Road, Sorrento is historically significant for its association with the Point Nepean Lodge, No 371. The property was constructed in 1929 and funded by local donations. It is a good example of classical architecture in a small freemasons temple, is rare on the Mornington Peninsula and is very intact. (Criterion A & B)

The Sorrento Masonic Centre retains a number of its original features including the free classical rendered facade with portico derived from classical temple architecture, columns and pilasters in proportions which are unconventional, and rendered string courses across the facade. The stained glass windows on either side of the portico and symmetrical arrangement of the whole adds to its significance. (Criterion D)

3385 Point Nepean Road has continuously served the Sorrento Freemasons as a lodge since 1929 and is of significance for the role it has played in their ceremonies and celebrations since then. (Criterion G)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The freemasons website has a short history of freemasonry. Freemasonry has been in Australia since the arrival of the First Fleet which landed in Botany Bay, NSW in 1788. Officers and military men who came from England as the first settlers of Australia, established military lodges, that were granted traveling warrants, with the first Lodge being established as "The Australian Social Lodge No 260IC" which held its first meeting on 4 January 1820 in Sydney.

In Victoria freemasonry has played a pivotal role in the growth and establishment of the state. The foundation stones of prominent and culturally significant buildings in Melbourne and beyond were placed by prominent Freemasons – the Melbourne Court House, Melbourne Hospital, Princes Bridge and many more. By the 1800's there were more than 100 lodges in Victoria. In 1883, the Grand Lodge of Victoria was established to oversee Freemasonry throughout Victoria. Formed in 1889, the United Grand Lodge of Victoria had its first installation at Melbourne Town Hall with over 6000 Freemasons in attendance.

Freemasonry focuses on personal development and community contributions, and many influential and notable citizens are or were Masons. A history of Victoria's most prominent men is also, often, a history of prominent Masons – among these are George Brunswick Smythe, namesake of Brunswick Street, and instigator of modern Freemasonry in Victoria, and William Meek, founding Secretary of the Melbourne Club, along with George Selth Coppin who was instrumental in the birth of the Melbourne Hospital and the Royal Freemasons Homes. [https://fmv.org.au/library-museum/history-heritage/]

Sorrento Masonic Lodge was formed in 1923. The foundation stone was laid on 14 September 1929. The architect was G. Askew and the builder was Clements Langford, who owned a number of properties around Sorrento, including Netley at 3492 Point Nepean Road. George Selth Coppin who is credited with the development of Sorrento as a tourist resort, was a prominent local freemason and one of the instigators of the Sorrento lodge. Coppin was not only important to Sorrento but was also important to freemasonry in Victoria more

widely, as noted above. In 1993 the lodge became the Point Nepean Lodge No.371. [Personal communication Sorrento Lodge, 2018]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing Cultural Life
Theme 10.1: Community Halls

Sources:
Freemasons Victoria website
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Description:

The Sorrento Masonic Centre is a masonry Inter-War hall in a Free Classical style on a rise above Point Nepean Road, facing the Bay.

The austere and classical hall has an ashlar ruled rendered facade with an ornate symmetrical portico. The portico is in a conventional classical style with columns and pilasters, beside the doorway and at each side of the front. A double window treatment on either side of the portico with leadlight glass and string courses finishes the classical facade. The rendered string course runs round the portico and above and below the windows. A large double entry door and double windows in leadlight complete the front. Tall narrow cypress flanking the portico and corners adds to the austere appearance of the building. The rear and sides of the building, without eaves, in face brick continues the austere appearance of the hall with regular spacing of windows, high in the walls.

Comparative buildings:

Dromana Masonic Lodge was constructed in 1958 and has a very unusual stepped parapet facade with columns and flat portico over the central door. The lodge is sited on a corner but is angled to the road which makes it very prominent. Mornington Masonic Centre is a Post-War building c.1960s in brick with very little external ornament.

The Sorrento Masonic Centre is therefore the oldest lodge on the Mornington Peninsula and is certainly housed in the grandest lodge. There are no other lodges comparable to it in the Shire.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The symmetrical front portico and classical features, leadlight windows.

Extent of fabric to be retained:
All of the front portico and rendered area

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 484

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Sorrento Foreshore and Bandstand
Address:	Sorrento foreshore off Point Nepean Road, Sorrento
Place Type:	Public reserve
Designer/architect:	Unknown
Construction dates:	Circa 1870-2015
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2018

Statement of Significance:

What is significant?
Sorrento Foreshore, as defined in this citation, is the landscaped area between the Sorrento pier and the former Sea Baths tearoom and known locally as the Sorrento foreshore. The foreshore contains an historic bandstand built in 1902-3, a granite war memorial from 1921, a line of Norfolk Island pines planted in the early twentieth century, in an informal beachside landscape which includes a paved sea wall, walking trail and areas of grass maintained by the Council.

The mature trees and the beachfront setting contribute to the significance of the place.

How is it significant?
The area between the Sorrento pier and the former Sea Baths tearoom, known as the Sorrento foreshore, is of local historical, social and aesthetic significance to the Mornington Peninsula Shire.

Why is it significant?

The area between the Sorrento pier and the former Sea Baths tearoom, known as the Sorrento foreshore is historically significant for its association with early tourist developments in Sorrento in the 1870s and the development of facilities for tourists by George Coppin and the local community. It is one of only a few historic foreshore areas surviving in Mornington Peninsula which is largely intact. (Criterion A & B)

The landscape retains a number of its original features; the bandstand, war memorial and landscaping. The retention of the formally arranged space with mature Norfolk Island Pines on a prominent site in Sorrento, enhances its significance. (Criterion D)

The foreshore was first designed and managed by a community committee for the benefit of tourists and residents and has been in constant use by both visitors and community members since the 1870s. It is significant as a place of memorial, celebration and public gatherings. (Criterion G)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History has a detailed section on the history of sea bathing on the Peninsula which provides context to the history of the development of the Sorrento foreshore. Among the mainstream early Peninsula beach resorts, Portsea, Sorrento and Mornington were popular seaside holiday locations from the 1870s, all with public sea baths. However, intensive use of the beach and foreshore areas at the more distant Balnarring, Somers, Merricks and Point Leo did not become popular for visitors to the region until at least the second decade of the twentieth century.

One popular beach amenity featured in publicity for the Shire over many decades was the sea baths. Public sea baths were developed at Portsea (1870), Sorrento (1876) and Shire Hall Beach, Mornington (from late 1870s). The Sorrento baths are marked on the Nepean parish plan as built on a jetty as an extension of Coppin St (still a small jetty there today): early images show a small structure at the end of a timber jetty. Another public baths site in Mornington was located at Mothers Beach at the end of Main Street. [Butler & Context, 2012:159]

Apart from facilities provided by the boarding houses and resort hotels, some recreational structures were built on public land in the Victorian and Edwardian eras. Among the early examples were the sea baths that allowed for enclosed bathing prior to the popularity of open sea bathing at Portsea, Mornington and Sorrento. The Sorrento kiosk and tearooms on the foreshore, was once connected to Coppin's popular sea baths.[Butler & Context, 2012:162]

Coppin was very active in tourism related development and built the kiosk at the Back Beach as well as the steam tramway and the Continental Hotel. The Back Beach Kiosk and the Tramway no longer exist. It appears that the original structure on this site consisted of two dining platforms and a fenced enclosure creating what was titled the Rustic Retreat. This was connected via a cat walk to two parallel sheds which functioned as changing cubicles and another shed which was attached to a board walk leading to the baths. A small building attached to the kiosk

and used for hot baths around the 1930s is recalled by several local residents. The tearooms were owned and operated by the Erlandsen family from 1936 to 1945. [Context 1992, 1997:203]

The Bandstand was built in 1902-3 by William Joseph Croad who was a foundational member of the Sorrento Recreational Reserve and the Foreshore Park. Funds to build the bandstand were raised jointly by the Shire Council and the Sorrento Brass Band. It was used for a New Year's Eve performance and finally completed on February 21, 1903. It has been removed from its original site to a position further east along the foreshore. [Butler & Context, 2012:140]

The granite Sorrento War Memorial or obelisk was dedicated on the 11 December 1921. According to the Monument Australia website, the memorial was designed by G. Dawe of Carlton. The monument reads "Erected to the honour of the men who served in the Great War 1914-1918, 1939-1945." [http://monumentaustralia.org.au/themes/conflict/multiple/display/33441-sorrento-war-memorial/]



View from Sorrento Hotel, J.W. Lindt, 1845-1926, photographer, [album compiled during visit to Australia ca. 1880-1892]. Source, State Library of Victoria


Charles Daniel Pratt 1892-1968 photographer [ca 1925-1940]. Source State Library of Victoria

The Pratt and Lindt photos above indicates that the foreshore area was laid out sometime in the twentieth century, possibly at the same time as the bandstand was constructed. The photo is interesting as it shows a landscape that is less about the water and beach and more about garden and grass. It shows regular placement of seating, on a grassed area, the beginnings of irregular tree planting along the roadway and ornamental gardens adjacent to the pier car park. A timber sea-wall at high water mark separates water, sand and grassed areas, and would have restricted the use of the foreshore for bathing. The very long jetty attached to the tearooms led to the sea baths, located a long way from shore with a fully enclosed bathing area. This formalisation and privatisation of bathing is demonstrated by the landscape design.

The formal arrangement has now been less formalised with sand and grass melding into each other and a more welcoming, beach feel to the space. Bathing is enabled with the removal of the sea wall and reclamation of the foreshore has possibly occurred with some areas at the western end appearing a lot wider than in the first photo taken by Lindt in the 1880s, above.

The foreshore now presents as an informal family friendly beach area with picnic facilities rather than a formal designed landscape.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing the Peninsula's Cultural Life
Theme 10.2: Developing public parks and gardens
Theme 11: Becoming Melbourne's Playground
Theme11.1: Going to the beach
Theme11.1.2: Developing beach and foreshore amenities

Sources:

State Library of Victoria
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The Sorrento foreshore is an open landscaped reserve between the waters of the Bay and Point Nepean Road. It extends from the Sorrento Pier to the former Sea Baths tearooms. The landscape is a designed space with Federation era elements and some newer introductions which are not in sympathy with the historic design.

The area is grassed, has a narrow strip of sand between the water and the grass, has 13 Norfolk Island pines of varying ages and sizes, along Point Nepean Road. The foreshore contains picnic tables, a raised masonry breakwater, an ablutions block near the jetty, the ANZAC cenotaph, the Bay Trail walking track and an area for storing tenders and seating.

The area caters for large numbers of tourists in summer who are waiting to embark or disembark from the Sorrento-Queenscliff Ferry.

The Sorrento bandstand is the only historic structure on the foreshore. The bandstand is a Federation style octagonal white and green pavilion with open sides, raised floor with steps and balustrade in timber. The roof is in corrugated iron. The structure was built in 1902 and rebuilt a number of times since, with a significant rebuild in 1997 which is commemorated with a plaque on the south side of the structure.

The Sorrento War Memorial or cenotaph is a grey granite obelisk on a basalt base and concrete plinth and has a cruciform concrete setting with small bollards and garden bedding on three sides.

The Baths Restaurant on the site of the former Sea Baths tearooms is a new building attached to a short wooden jetty, and is not included in this citation.

Comparative places:

Mornington Foreshore is a beachside reserve owned by Council that was improved by the Mornington Progress Association and other citizen groups to beautify and protect open public space. At Mornington there was an effort to use indigenous vegetation rather than European trees and this is a point of different of the Sorrento foreshore which is formal and lacking the beachside vegetation of other foreshores.

The hotel owner of Schnapper Point Hotel pushed for a fenced reserve opposite his hotel and in 1874 10 acres were reserved or public purposes. Similar to Sorrento it was used for musical concerts, picnics and beachside recreation as well as formal and informal sea bathing.

Other foreshore reserves at Rosebud, Rye and Dromana mix bathing boxes, life-saving clubs and other infrastructure with lawn areas, sand and sea bathing and are on a scale much larger than Sorrento and less formal.



ANZAC memorial, Sorrento Foreshore, Source heritage ALLIANCE 2018



Sorrento bandstand,1902, Source heritage ALLIANCE 2018

Recommendations:
Recommended for inclusion in the Heritage Overlay as shown on the map below.



Significant elements or design features:
Bandstand, obelisk, Norfolk Island Pines, but not the sea wall paving at the western end.

Garden and landscape:
The open but formal arrangement of the foreshore should be retained to reflect the Federation era design. The Norfolk Island Pines are an important landscape element.

Schedule:

External Paint Controls	No

Internal Alteration Controls	No
Tree Controls	Yes (Norfolk Island Pines)
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 487

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	Former Anglican Vicarage
Address:	3399 Point Nepean Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	1916
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2018

Statement of Significance:

What is significant?
3399 Point Nepean Road Sorrento known as the former Anglican vicarage, built 1916, is an Inter- War Craftsman Bungalow, made of limestone and brick. The house is beautifully made and is an elegant design with coursed limestone and tuck pointed brick.

The corner setting, large garden and palms contribute to the significance of the place.

How is it significant?
3399 Point Nepean Road Sorrento is of local historical and representative (architectural)significance to the Mornington Peninsula Shire.

Why is it significant?
3399 Point Nepean Road Sorrento is historically significant for its association with St Johns Church Sorrento and the now demolished Parish Hall which was briefly used as a school. The building is an excellent example of vernacular brick and limestone construction, by locally significant builder, WJ Croad. (Criterion A)

The house retains a number of its original features including the limestone walls, red brick quoining, iron roof, rendered chimneys, multipane windows, front porch with elegant paired timber columns. The technique of limestone and brick construction is now of particular significance to Mornington Peninsula as it is recognized as a distinctive local vernacular tradition. This building demonstrates the skill of local builders in adapting local materials to different architectural styles. The retention of the garden setting and large palm on a prominent corner site in Sorrento, enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services.

Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

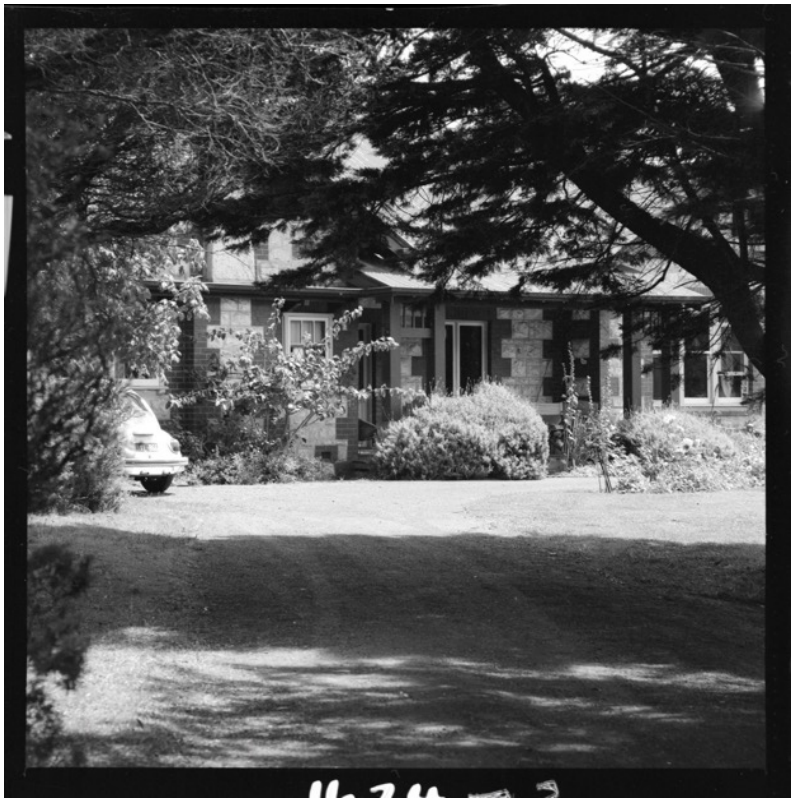
History of the Place:

The Thematic History details the development of different Christian denominations on the Peninsula. St John's Church, Sorrento, was the former Athenaeum Hall, built in limestone by 1874 and used by both the Presbyterians and Anglican congregations, for services, and for many other community functions. Later it was used only by the Anglicans and extended to become the present St John's Church. [Butler & Context, 2012:146]

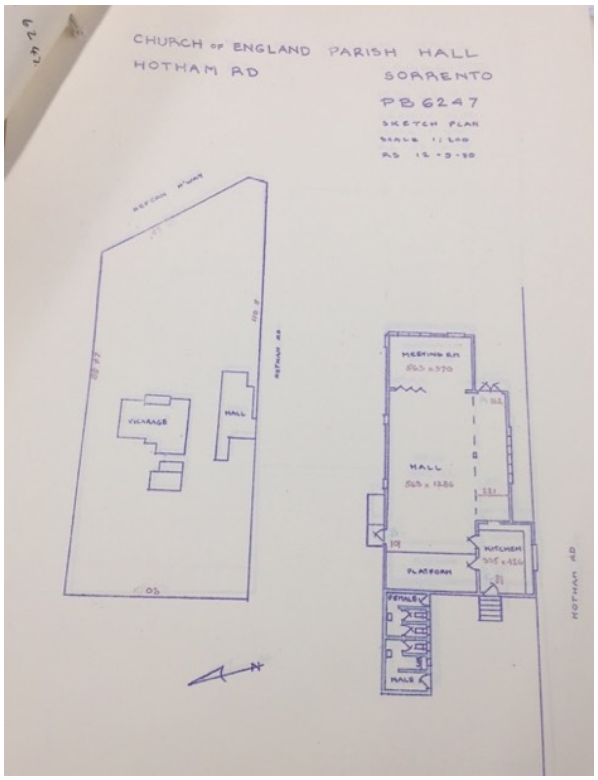
As well as churches, congregations built Sunday School halls and vicarages. St John's had two vicarages, both located on Hotham Road and both built of local limestone. The foundation stone of the second Anglican Vicarage was laid by the Archbishop of Melbourne in 1916. The previous vicar's residence was located at 89 Hotham Road, originally built for William Hughes in 1882 when he was the licensee of the Continental Hotel. It was sold to St John's in 1893 and is still extant. By 1905 the community was agitating for a new vicarage and Sunday School to be built close to the church or on the same block. [*Mornington Standard*, 25 February 1905:2]

In 1907 the church sold land adjoining the church to a Mr Howard Smith to ensure the church was out of debt. In 1914 the block of land on which the vicarage and hall stands was purchased by the diocese and St John's paid half. Limestone was quarried on the site and it appears that about 200 yards of stone were obtained. The old vicarage at 89 Hotham Road was sold. Tenders were called in June 1916 and resulted in Messrs Goss and Croad's tender being accepted for a stone and brick building. The hall was built the following year by Messrs J. Rowell & Co and enlarged in 1928. [Church of St John Sorrento, *Centenary History 1873-1973*.]

The development of public halls, churches and schools are all good indicators of population change, and the need for public buildings to accommodate groups such as schools. At the end of the First World War the population of the Peninsula had increased and it was obvious that the Sorrento school would have to be enlarged or rebuilt on another site. In 1922 the Education Department leased the Anglican church hall on the corner of Hotham and Point Nepean Road. A new infant school for 45 students in grades one and two, was created and it existed in the church hall for two years. It is not clear in the files, but this may have been to alleviate overcrowding at the old school prior to the new one being built in Kerferd Avenue. [PRO, VPRS795/PO unit 2970 item 4115] The hall was removed in 1984 and the Anglican diocese sold the vicarage to become a private residence.



The rectory Sorrento, 1969, Dennis Mayor photographer, Source, State Library of Victoria



Site plan of Vicarage site and layout of the demolished St Johns hall, 1930. Source, PRO, Health Department VPRS795/PO unit 2970 item 4115

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 10: Developing the Peninsula's cultural life
Theme 10.5: Worshipping

Sources:

Centenary History 1873-1973, St Johns Church Sorrento
Mornington Standard, newspaper
Public Record Office, Public Health Files
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

The former vicarage cannot be clearly seen from the road; however, the roof line and part of the front gable can be viewed from Hotham Road and the adjoining properties.

Flinders Heritage Study states that; "This is a superb example of a brick and limestone villa demonstrating the stylistic tendencies of the Craftsman bungalow." What can be seen from historic photos and slight views from the road would confirm this opinion.

The building appears to be recently re-roofed with new corrugated iron. It has coursed limestone walls with red tuck pointed brick quoining to edges. A 1969 photograph indicates that the symmetrical front has a central skillion porch with arts and crafts style timber posts. The windows are half multi pane windows and it has two rendered Voysey-esque chimneys. A projecting gable end at the front has decorative details, rough cast render and an air vent.

The corner allotment is quite large and the house is setback from Point Nepean Road. A large Canary Island palm dominates the front garden.

Comparative places:

The former Vicarage is one of the last buildings built on the Peninsula in the limestone and brick quoining style. It is also one of the last buildings that we know was built by WJ Croad. Whether the supply of limestone was drying up or the costs had become prohibitive, the buildings which came after 1916 tended to have a concrete and limestone combination.

89 Hotham Road, Sorrento (1882) built for the lime burning family of William Hughes at a time when he had become the licensee of the Continental Hotel. It was purchased by St Johns in 1893 and was sold to build the second vicarage and hall in 1914. It is a Late Victorian, all-limestone building.

Former Police Station, 12 Hotham Road, Sorrento (1892) built by George Morce is a similarly finely designed brick and limestone building, designed by the PWD, that can be seen from the former vicarage.

Eastcliff, 881 Melbourne Road, Sorrento (1889-1905) built by George Morce for his family and it displays a fine level of craftsmanship in the brick and limestone construction although in a Late Victoria/Federation style.

Pembroke 877 Melbourne Road, Sorrento (1908) built by William Skelton as his own house is also a finely constructed brick and limestone Federation.

Westbank, 3510 Point Nepean Road, Sorrento (1910-16) built by WJ Croad is the only contemporaneous house built in all-limestone with an elaborate design of projecting gables, Vosey-esque chimneys and projecting bay window at the front. It is a more conservative design than the former vicarage.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Limestone and brick walls, chimneys, multi-pane windows, timber porch detailing and decorative details to facade.

Garden and landscape:
The garden setting which retains views to the Point Nepean and Hotham Road corner and the Canary Island Palm.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 488

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXXX
Place Name:	Sorrento House
Other Names:	Sorrento Rest House
Address:	3409 Point Nepean Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	Circa 1915
Architectural style:	Federation
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo source heritage ALLIANCE 2018

Statement of Significance:

What is significant?
3409 Point Nepean Road, Sorrento, known as Sorrento House, is an elegant Federation Arts and Crafts house dating to circa 1915. It was built for George Mendes and was then occupied by the Green family for around 30 years before it became a rest home for returned servicemen between 1945 and 1972.

This large house retains most of its original fabric, including slate roof with terracotta ridge tiles and rendered chimney, concrete block walls and roughcast stucco, a projecting upper storey with arched windows and ornate art nouveau windows. The house is sited facing Point Nepean Road and is a prominent landmark building opposite Sorrento Park.

How is it significant?
3409 Point Nepean Road Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

3409 Point Nepean Road, Sorrento known as Sorrento House is historically significant for its association with the Mendes and Green families and is of social significance for its use as a convalescent home for returned servicemen, from 1945 to 1972. (Criterion A & G)

The property was constructed in 1915 and is an excellent example of a Federation Arts and Crafts house. The house retains most of its original features of a Federation house, including projecting gables, roughcast stucco, concrete block construction, slate roof with terracotta ridges, tall chimneys and art nouveau windows. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of

buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Flinders Heritage Study state that the property was built in 1915 by George Mendes, a pawnbroker who owned a considerable amount of land in Sorrento mostly near Erlandsen Avenue. Rebecca Mendes was his daughter and she married Solomon Green in 1892, a well-known Melbourne Bookmaker. The property belonged to Rebecca Green from 1917 to 1946. Between 1916 and 1920 the two storey Federation house was constructed and it is not known whether the limestone servant's quarters were constructed at this time or not. In 1946 the property was bought by the RSL. The value rose again between 1953 and 1958 when additional wings were added. The building later housed the YWCA hostel. The nursing home was started by Max Oppy in 1964. [Context 1992,1997:581]

Certificate of Title Vol. 4125 Fol. 824941 states that the owner was Rebecca Green of Beaconsfield Parade, South Melbourne, being a property of one acre two roods and two perches, 1918. At this time the property included the servant's quarters which was a separate parcel on Boroondara Road.

The property was purchased in 1944 by a group of ex-servicemen. These servicemen from both world wars appear to have entered into an arrangement with Solomon Green to use the house as a rest house for returned servicemen. Newspaper articles in 1945 were announcing the opening of Sorrento House for the use of ex-servicemen needing a restful holiday. One article claimed that Sol Green had donated 2000 pounds toward the establishment of the rest home, which had cost nearly 18,000 pounds to alter and equip for 30 men.
Over the years the names on the title change until 1972 when the land is held by the trustees of the RSL War Veterans' Homes Trust of Victoria. One name on the tile is that of Best Overend a notable architect from 1960-1972.

In 1974 the title changes to the Young Women's Christian Association. The owner changes again in 1978 to William Maxwell Oppy and Valerie Dean Oppy of Truemans Road Boneo, 1978. William Maxwell Oppy was a VFL player for Richmond 1942-1954, and later their coach in 1956. [Vol 9256 folio 614] Context state that the Oppys started a nursing home on the site, but no information on this has been located.



Shipley RSL House, Sorrento, 34, from Facebook page, History of Sorrento and Portsea Public Group, November 2018.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 11: Becoming Melbourne's Playground
Theme 11.2.2: Retreats, educational, youth and holiday camps

This theme should include information on a number of properties in Sorrento and Portsea which were used as retreats for different groups at different times, but have not been mentioned. This oversight should be rectified in future reviews of the Thematic History.

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

This two storey Federation Arts and Crafts style house is made of patterned concrete blocks and roughcast stucco. The prominent slate roof has terracotta ridge tiles and a broken ridge on the first storey. The roughcast chimneys are tall and have a pair of terracotta chimney pots. The first floor projects over the front entrance area with three arched windows and timber fretwork to the gable and an air vent.

On the ground floor next to the large front door with sidelights and fanlight is a large bay window with art nouveau glass. The verandah over the ground floor wings either side of the front door extends directly from the roof and has decorative timber brackets.

Comparative buildings:

The following buildings are comparative in terms of their use and function as retreats or as places of institutional respite:

Whitehall, 237 Ocean Beach Road (1904) built by James Allen as a guest house until 1949, it was then purchased by the Minister for the Navy to provide accommodation for the families of Royal Navy personnel operating in Australia.

Marlborough House, 8 Back Beach Road, Portsea (1902) was constructed as a boarding house for Matilda Reid by William Croad. It was purchased in 1955 by the Mental Health Authority as a respite residence for disabled people.

Other properties were also used as places of respite or accommodation such as the former convent Mandalay (now demolished) which was used by clergy as a holiday retreat. Hindson House in Sorrento was used as a respite home for boys from St Johns Hospitaller and the Lord Mayors Camp Portsea for disadvantaged country children to experience a beach camp.

Architectural comparison:

Acton Hill, 3380 Point Nepean Road, Sorrento (1910), a large Arts and Crafts two storey rendered stone or concrete block with protruding gables with half-timbered, notched boards below bay windows. Ornate bargeboards and roughcast render below eaves.

Cliff Crest, 3500 Point Nepean Road, Sorrento (1890) built by William Croad, is a two storey Federation dwelling overlooking the Bay with limestone lower walls and rendered upper storey. The house has a level of detailing and ornamentation similar to Sorrento House with projecting upper bays, ornamental windows and timber details to the gable ends.

Nee Morna, 3110 Point Nepean Road, Sorrento (1909) a large concrete block Arts and Crafts mansion with complex gable roof, dormer windows, encircling verandah with concrete piers and setting on the Bay.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The slate roof, terracotta tiles and decorative scheme of contrasting timber and stucco.

Extent of fabric to be retained:
Most of the house and views to the front from Point Nepean Road

Garden and landscape:
Large palm trees should be retained.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes large Canary Island Palms at front
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-

Aboriginal Heritage Place	No

HERITAGE CITATION 491

Heritage Overlay number: **XXXX**

HERMES No:	XXXX
Place Name:	Old Butcher's Shop
Address:	3421 Point Nepean Road, Sorrento
Place Type:	Former shop
Designer/architect:	Unknown
Construction date:	Circa 1876
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included in HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3421 Point Nepean Road, Sorrento, known as the Old Butchers shop, is a Late Victorian shop in its original streetscape setting, dating to circa 1876. It was built for CG Duffy and was then owned from 1877, by the well-known Wilson family of butchers and was owned by members of their family until 1944. Later it was occupied by the Sanderson family until the 1980s.

The shop retains some of its original fabric, including multi-pane shop windows, weatherboard front and timber doors. It is positioned on a prominent corner of Sorrento called the S-bend, with a deep skillion verandah over the shopfront and footpath, gable end finials and a chimney.

The setting right on the footpath and its prominence on the S-bend corner, contributes to the significance of the place.

How is it significant?
3421 Point Nepean Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
3421 Point Nepean Road is historically significant for its association with the locally important Wilson family. The property was constructed sometime around 1876, near where the first commercial buildings in Sorrento were built in CG Duffy's subdivision. Later the development of Ocean Beach Road by Coppin caused the Wilson family butchers to move to a new building at 35 Ocean Beach Road. It is a good example of a simple timber Victorian shopfront and a rare surviving commercial building from this early period of development in Sorrento.

It is situated two doors down from Illabarook and Yaringa, two other prominent properties on this S-bend. The gable end finials, unpretentious lack of adornment, and the verandah over the footpath contribute to its significance. (Criterion A & B)

The shop retains some of its original features even though it has been occupied as a residence for over 50 years, including chimneys, verandah, multi-pane windows, timber doors and weatherboards. The retention of the streetscape setting and prominent site in Sorrento, enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy

(1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History states that local shops were sometimes associated with prominent local families and individuals. The Wilson family were associated with the butcher's trade in Sorrento from 1877 until 1975 and are still very active in the wider Mornington Peninsula community owning a number of shops, businesses and other properties. In February 1877 Godfrey Burdett Wilson opened a butcher's shop in a small timber shop in Point Nepean Road opposite the Sorrento Park. This shop had been built in 1876 for Charles Gavan Duffy, a substantial property owner on the Peninsula politician and Premier of Victoria in 1871-2. In 1904 the Wilsons moved their business to the main street buying land from George Coppin and building a more substantial limestone shop and dwelling which was run by Godfreys eldest son, Henry Wilson. [Butler & Context 2012: 96]

An 1873 map of the Bella Vista Estate in the State Library of Victoria, shows the site on the angle of the S-bend as being in the name of Wilson. The Wilson mentioned here was Henry William Wilson (1820-1894), the first member of the pioneering family of butchers to settle on the Peninsula, at Dromana. It is likely he was running a slaughteryard on the property to the rear of the butchers shop earlier than 1877. A National Trust of Australia (Vic) file on the property has researched the ownership. In February 1877 Henry Wilson's son Godfrey Burdett Wilson obtained a Certificate of title to this property of 1 acre and 2 roods and this included all that land on the S-bend which now covers Yaringa, the old butcher's shop and the block between.

Subsequently, this original property of GB Wilson was transferred to his wife Maria in 1890 and on her death in 1928 was left to her three sons: Henry of Sorrento, and Benjamin and Samuel of Dromana. Transfer of parts of the property was later affected, the butchers shop site being given to Mr William Sanderson in September 1944.

The shop was built about 1877 according to rate books, and oral history believes that it was always used as a butcher's shop. A certificate of lease of 1885 certainly stipulated that it was a butcher's shop. In 1903 at the insistence of George Coppin who was developing Ocean Beach Road, Godfrey Wilson Burdett bought land from him and built a new butcher's shop and residence at 35 Ocean Beach Road, still extant. The old butcher's shop might have continued functioning for some time. Since the 1920s the shop has been a residence. William Sanderson was an employee of the Wilson family and moved from Dromana to live at the property. He and his family lived in the house for many years from 1921 and his daughters relinquished ownership in 1982. [National Trust of Australia (Vic) File No.6046]

The Wilson family were well-known in the Peninsula. Henry William Wilson (1820-1894) was the son of a butcher who emigrated to Victoria in 1853. He began butchering in Dromana about 1860. In 1877 he retired and left his business to his son Godfrey Burdett Wilson (1850-1919). The family prospered and he erected a shop and home in Dromana in the 1890s. He and his wife Maria were involved in the establishment of St Marks in Dromana, built in the vernacular limestone and brick quoining style by Sorrento builder George Morce. The new butchers shop built in 1905 by GB Wilson was built by WJ Croad in the vernacular style of brick quoining and limestone walls.

GB Wilson's six sons took over the butchering and farming interests of the family and they operated butcher's shops at Portsea, Sorrento, West Rosebud, Boneo Corner, Rosebud, McCrae, Dromana, Mornington and Frankston. Later they expanded further to areas in the south east. Between 1973 and 1975 they sold all their business but some of the buildings were retained by family members. [Hollinshed, 1982:158]

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.3: Establishing commercial and retail centres

Sources:

State Library of Victoria Map Collection
National Trust Files on property
Shire of Flinders Rate Books
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

3421 Point Nepean Road, Sorrento is a single storey weatherboard shop, with chimney, a gable iron roof, with gable end finials and a skillion verandah over the footpath and shopfront. The original small shop had multipane windows and a timber door and the weatherboards have been replaced with cement sheet on one side. The shop has been used as a residence for over 50 years, but it still reads as an early shopfront, very unadorned and simple and quite rare in the Peninsula. It has been extended at the rear.

The shop has a Late Victorian style enhanced by the early multipane windows, verandah over the front and front door opening directly onto the footpath. The owners have informed us that the front two rooms have a deep limestone lined basement underneath which is accessed from the outside. They surmise that this was for the cool storage of meat.

The shop appears to be in good condition and is located in its original position, with its streetscape setting and prominent situation on the Sorrento S-bend. Much of its original fabric remains intact.

Comparative buildings:

There are few early shops remaining in the Peninsula from this period other than limestone. Timber shops are very unusual and this is the only one from pre-1880 on the Mornington Peninsula.

Shop, 3766-68 Point Nepean Road, Portsea (1890); it was constructed of limestone by Charles Harding, a local carpenter. It is in a Late Victorian Style with large windows and doors directly on the street, and has no verandah. It is similar in that it is sited directly on the street.

Shop, 54 Ocean Beach Road, Sorrento (1893) is a limestone shopfront in Late Victorian style. It was built by Erland Erlandsen who ran a ship and boat building residence from here. It was a grocery store at different times. It has a door and window directly on the street and a verandah over which might not be original.

Former Darks Grocery Store, 35 Bowen Road, Sorrento (1929) is a concrete block building on a corner in a residential area of Sorrento East which was used as a small local store. It is only comparative in terms of the use of the place as a retail shop in a residential area.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The unusual siting on the S-bend, the gable end finials, verandah, weatherboard front and multipane windows.

Extent of fabric to be retained:
Original shopfront and rooms, not including the addition to the east and south.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 496

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	Ferndale Cottage
Address:	3461 Point Nepean Road, Sorrento
Place Type:	House
Designer/architect:	Unknown
Construction dates:	1898
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3461 Point Nepean Road, Sorrento, is a Late Victorian house in its original garden setting, dating to circa 1898. It might have been built by James Roberts, and was later occupied by members of the Mathieson family for over 34 years.

The timber ashlar block house appears to retain most of its late Victorian fabric. It has a symmetrical façade with a hipped iron roof, decorative double eave brackets, a hipped verandah and ornate lacework and turned posts. The prominent site adds to its significance.

How is it significant?
3461 Point Nepean Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

3461 Point Nepean Road, Sorrento is historically significant as it was constructed in 1898 and is a good example of a Late Victorian timber block house. It belonged to a number of local families who occupied the house until the mid-twentieth century and is very intact. (Criterion A)

The house retains a number of its original features of a Late Victorian house, including timber block walls, decorative eave brackets, and ornate verandah decoration. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Flinders Heritage Study writes that Ferndale was constructed in 1898 for James Roberts. It might have been moved to the site. Later notable owners include John L Barnes timber merchant from 1918 and Leslie Howard Mathison (or Mathieson) who had lived at 'Murrumbeena' in Ocean Beach Road, from 1926. [Context 1992, 1997]

According to Certificate of Title searches Vol 08267 Folio 352, Clara Isabelle Mathison of Ferndale owned the property in 1960 when the property was subdivided into three parts. The Mathison (or Mathieson) family had therefore lived in the property for over 34 years. Not much can be found on the Mathieson family, but they were probably residents of Sorrento rather than holiday makers, as Leslie Mathieson is mentioned in newspapers as a resident of Sorrento in 1906 and a Mr Mathieson, builder was receiving tenders for sea wall repairs. M. Mathieson is also mentioned in 1904 as donating trees to the Sorrento Primary School. [Trove searches for Mathieson/Mathison, Sorrento] A photo of the Croad, Stringer, Spunner and Mathieson family is held by the Nepean Historical Society, and so they must have been intermarried with other local families at some time.



Photo of Croad-Stringer-Mathieson-Spunner family, VNEP-p725, Nepean Historical Society collections

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Trove newspaper searches
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A Late Victorian, symmetrical timber ashlar block house with a hipped iron roof and hipped verandah that has ornate iron lacework and turned timber posts. The roof has timber eave decoration in paired pendants and a corbelled chimney. The house has unusually wide double hung windows which may or may not be original and a central door.

Comparative places:

Mindi, 212 Ocean Beach Road, Sorrento (1884). This earlier ashlar timber block house was probably altered as it has Federation details in the projecting front gable. The side verandah has a single window and door with lacework and turned posts and a very ornate quoining to the corners which is presumed to be blockwork as well. The paired eave pendants are very similar to Ferndale's.

Neuilly, 16 Darling Road, Sorrento (1902) is a small ashlar timber block house with a single door and window in the front under a hipped verandah with decorative lacework and turned timber posts. It has similar eave pendant decoration as Ferndale.

Somerset House, 197 Ocean Beach Road, Sorrento (1892) is a symmetrical Late Victorian ashlar timber block house owned by the well-known Carbuhn family and was run as a boarding house by them. It has a similar symmetrical arrangement to Ferndale but is less ornamental.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The symmetrical blockwork front and verandah

Garden and landscape:
An area of garden should be maintained at front of house to preserve views to house.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 498

Heritage Overlay number: **XXXX**

HERMES No.	XXXX
Place Name:	*CP3 Pioneer* project houses
Other Names:	*Portsea Cottages*
Address:	3482 Point Nepean Road, Sorrento
Place Type:	Houses (pair)
Designer/architect:	Chancellor & Patrick (Ian Banner)
Construction dates:	1969-70
Architectural style:	Post-War Modernist
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by Built Heritage Pty Ltd 2017

Statement of Significance:

What is significant?
3482 Point Nepean Road, Sorrento, is a semi-detached pair of holiday dwellings that was built by project housing company Vindin Suares Pty Ltd to a design by Ian Banner, in the office of Chancellor & Patrick. The two houses are expressed as a series of five brick pavilions with steep gabled roofs clad in concrete tiles, linked by narrower flat roofed sections.

How is it significant?
3482 Point Nepean Road, Sorrento, is of local architectural significance to the Mornington Peninsula Shire.

Why is it significant?
3482 Point Nepean Road, Sorrento, is of architectural significance as a highly unusual example of the work of the noted architectural firm of Chancellor & Patrick (*Criterion H*). While this Frankston-based practice undertook almost two hundred projects in what is now the Mornington Peninsula Shire between 1952 and 1970, this one

stands out as its only residential commission that was not a single family dwelling (*Criterion B*). Conceived as a semi-detached pair of self-contained dwellings for seasonal use, the project anticipated the major boom of high-end holiday apartments that would transform Portsea in the later twentieth and early twenty first centuries (*Criterion A*). With its distinctive multi-gabled profile and rough bagged brick walls in homage to limestone construction, the building also represents a significantly early example of architects acknowledging the district's vernacular tradition of stone cottages and beach houses, which would also become more widespread in the 1980s and 90s (*Criterion F*).

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

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Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The building at 3482 Point Nepean Road, Sorrento, is a pair of holiday houses built in 1969-70 by project housing company Vindin Suares Pty Ltd, to a design by Chancellor & Patrick. In Winsome Callister's thesis on the architects, the client was identified as G H Gunnerson. The son of a Norwegian migrant who co-founded a successful timber company in the 1920s, Gunner Harvey Gunnerson (1915-1968) took over as a director when his father retired in 1954. Three years later, Gunnerson engaged architects Chancellor & Patrick to design his holiday house on the Ranelagh Estate at Mount Eliza. He turned to the same architects when, another decade thence, he opted to spend his leisure time further along the peninsula at Portsea. Sadly, Gunnerson died in July 1968 while the project was still in its early stages. Rate books indicate that the proposed site, at the corner of Point Nepean Road and Lentell Avenue, was not owned by Gunnerson himself but rather by Edvard Alstergren of Grange Road, Toorak. The two men were business associates and, apparently, close friends. Also of Norwegian background, Edvard Hagbert Macdonald Alstergren (1923-1979) carried on a timber business that his father had founded in the 1940s, which duly merged with Gunnerson's father's business to form a new company, Timber Holdings Ltd. The two sons, who were both directors of the firm, were clearly friendly enough to collaborate on this project for semi-detached holiday flats at Portsea.

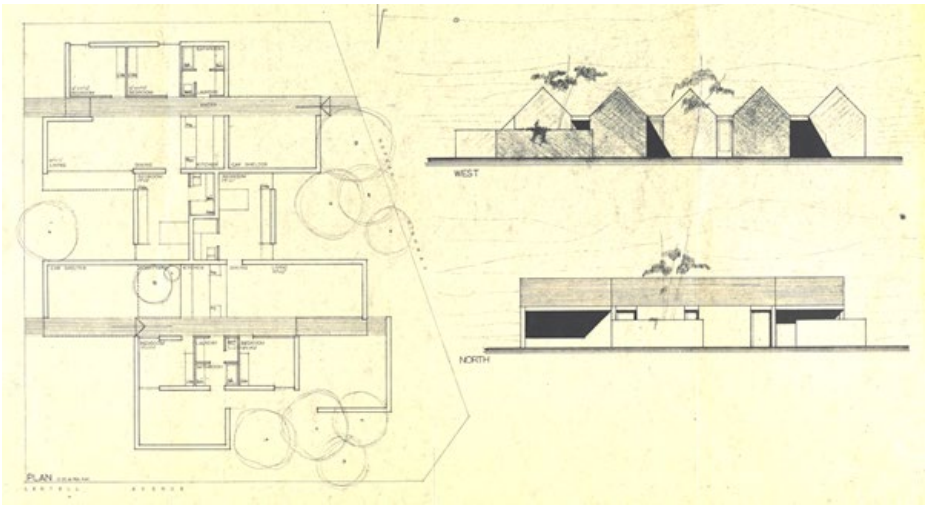
The celebrated partnership of Chancellor & Patrick sprang from the sole practice of William David Chancellor (born 1926), who began working from his home in Frankston in 1952 and, two years later, elevated colleague Rex Patrick (1926-2018) to the status of named partner. The firm quickly attracted attention for fine residential work, much of which was located in and around where the practice was based in Frankston, including Mount Eliza and further south across the peninsula. In 1958, David Chancellor moved from Frankston to Box Hill and relocated the practice in South Yarra, although the original Frankston office was continued as a branch under staff member John Rouse. Another key employee was Ian Banner, who started out as a teenage draftsman in the late 1950s but soon rose to become one of the firm's leading designers. In the later 1960s, Banner played a significant role in the development of a series of standard dwellings that Chancellor & Patrick designed for Vindin Suares Pty Ltd in what represented the firm's first significant foray into the lucrative field of project housing.

Vindin Suares Pty Ltd was established in May 1967 by builders William Leslie "Bill" Vindin (1922-1993) and Ernest Leslie "Ern" Suares (1921-2016). In the decade since project housing was introduced into Victoria in the mid-1950s, the market had become flooded with countless companies that offered standard dwellings of variable quality. Vindin Suares was one of several new companies to emerge in the later 1960s seeking to rehabilitate the

uneven reputation of project housing by offering a superior product. Styled as “one of our more imaginative project builders”, Vindin Suares developed a range of architect-designed dwellings with names such as the *Polynesian* and the *Homestead,* indicative of a growing demand for diversity in contemporary residential architecture. In late 1967, the company engaged Chancellor & Patrick to expand its range with a series of new designs. The first of these, developed by David Chancellor and Ian Banner, was known as the CP1. It proved an immediate success, and the architects duly produced further designs referenced by the same alphanumeric code. Broadly similar in planning but quite different in external articulation, these included the *CP2 Attic*, the *CP2 Ranch*, the *CP3 Farmhouse*, the *CP3 Pavilion*, the *CP3 Coach House* and the *CP3A Derwent*.

For the proposed holiday houses at Portsea, the clients opted for one-off variation designated as the *CP3 Pioneer*. This was developed by Ian Banner, whose signature appears on sketch plans dated January 1969. These depicted a semi-detached pair of dwellings on stepped rectilinear plans that were similar without being identical, or even mirror-reversed. Externally, the building was articulated as a row of five pavilions with steep gabled roofs. This responded to a directive in the brief that the design “must blend in with the early Portsea architecture”, as was later noted by a newspaper. Banner himself recalls that it was originally intended that references to the bayside vernacular tradition were to be expressed more explicitly by the use of limestone construction. While the building was ultimately realised in conventional brickwork, the local stonework tradition was evoked by a pale-coloured bagged-and-painted finish, and by raking every fourth brick course to create the illusion of rusticated ashlar. These references not slip by unnoticed. When the completed project was profiled in the property section of the *Sun* newspaper in early 1970, the architects were praised for the way that “they produced an early Victorian image, featuring the bubbling M-shaped roof popular in that period”. A subsequent mention in *Cross Section* newsletter also drew attention to this theme, noting that the “characteristic M-shaped roof” and rough wall surface “completes this present day view of the cottages of Victorian days”.

While it has not been confirmed whether the flats were intended as a speculative project, or whether Alstergren (and perhaps the late Gunnerson) intended to occupy them himself, the property was offered for sale in early 1970, soon after the building was completed. Strata titled since August 1970, the *Portsea Cottages* continue to be occupied as stand-alone dwellings, separately addressed as 1/3482 and 2/3482 Point Nepean Road, with driveways to each of the two street frontages.



Detail of Ian Banner’s original sketch design drawings for the two dwellings, dated January 1969
Source: Picture Collection, State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Certificate of Title, Vol 8333, Folio 840, created 6 February 1962
Chancellor & Patrick, "Flats corner Lentell Avenue and Nepean Highway, Portsea, for Vindin Suares Pty Ltd",sketch plans date January 1969 (Picture Collection, State Library of Victoria)
"Cottages designed for entertaining", *Sun*, 3 January 1970, p 15 (property guide)
Cross Section, No 215 (October/November 1970), p 2.
Winsome Callister, "Anchoring Identify: The Architecture of Chancellor & Patrick, 1950-1970", PhD thesis, Department of Visual Arts, Monash University, 2007.
Emails from Ian Banner to Simon Reeves,19 and 21 March 2018.
Research files held by Built Heritage Pty Ltd.
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

Occupying a corner site, the semi-detached pair of houses at 3482 Point Nepean Road, Portsea, is a single-storey brick building expressed as a parallel series of five elongated wings with steep gabled roofs, connected by flat-roofed links that effectively serve as box gutters. The five wings are stepped, creating an asymmetrical footprint, while the second and fourth wings are split into two parts to define a separate garage at one end. The steep roofs are clad with terracotta pantiles and have no eaves, with timber fascias and metal guttering mounted directly onto the side walls. Otherwise, eaves are only expressed where the narrow flat-roofed portions extend beyond the line of the gables (e.g. along the front of the two carports). The brick walls have a pale-coloured bagged-and-painted finish, with every fourth brick course being raked to evoke the effect of ashlar masonry. Openings are minimal, and mostly consist of narrow full-height windows bays with timber sashes.

The property boundaries to Point Nepean Road and Lentell Avenue have tall fences, respectively of timber palings and ti-tree, each with matching driveway gates. These fences, of relatively recent origin, have replaced the original front fence that was described in contemporary accounts as "stockade fencing" of treated pine poles.

Comparative buildings:

Maintaining a professional presence in Frankston for almost two decades, the office of Chancellor & Patrick was notably active on the Mornington Peninsula and is known to have been involved in at least 180 projects therein. There were over eighty commissions in Mount Eliza alone, more than twenty in Mornington, at least ten each in Mount Martha and Dromana, and lesser numbers spread further afield in Arthur's Seat, Balnarring, Blairgowrie, Flinders, Langwarrin, McCrae, Merricks, Moorooduc, Portsea, Red Hill, Rosebud, Rye, Shoreham, Somerville, Sorrento and Tyabb. These projects were mostly residential in nature but also included commercial, educational, ecclesiastical, hospital and hospitality work. Some projects were minor (e.g. alterations or additions), others were never realised, and a number had since been demolished or substantially altered. In 2012, the Mornington Peninsula Shire undertook a desktop survey of surviving examples of the work of Chancellor & Patrick in order to identifying those deemed to be the most worthy candidates for addition to the HO schedule. The survey shortlisted 56 places, of which ten were already on the schedule and a further six had recently been assessed as

part of another heritage project. Of the forty that remained, sixteen (including the subject building) were flagged as potential heritage sites to be assessed as part of future heritage review.

While prodigiously prolific on the peninsula, the office of Chancellor & Patrick undertook relatively few projects in municipality's far eastern tip. There were six projects in Portsea, one in Sorrento, two in Blairgowrie and four in Rye. The Portsea projects, all located on the Point Nepean Road, comprised an unrealised scheme for additions to the Portsea Hotel (1956), a new house (1959), additions to an existing house (1959), a small shop (1959), and the much later *CP3 Pioneer* flats (1969). The six projects at Blairgowrie and Rye were mostly private houses, while the single recorded project in Sorrento was an ill-documented and unrealised commission for a Mr A King. Of these thirteen projects, only the *CP3 Pioneer* flats were flagged in the desktop survey are being worthy of investigation for inclusion on the HO schedule. Noted as an "unusual multi-unit development, CP3 project home and only known example on the peninsula", the flats were not only considered unusual in a local context but also in a broader municipal context as the only residential project by Chancellor & Patrick that wasn't a single family dwelling. Amongst the firm's vast oeuvre in the Mornington Peninsula Shire, the most pertinent comparator would be another standardised project home by Vindin Suares Pty Ltd: an example of the *CP2 Attic* that was built for a private client at 1 Allambie Court, Mount Eliza (1968). This house, which still stands, is quite different in conception, with an elongated stepped plan and low gabled roofline with clerestory windows.

A prolific and success project housing company, Vindin Surares Pty Ltd is otherwise represented in the municipality by an unspecified number of other standardizes dwellings. Amongst those that have been conclusively identified to date, which can be considered representative of the firm's output in the late 1960s and '70s, are two examples in Mount Eliza: one at 43 Derinya Drive and another at 32 Bareena Drive. Both are still standing. Others are known to have been built in Pearcedale, Langwarrin and Arthurs Seat but, as exact street addresses have not been confirmed, their current status remains unknown.

Considered more broadly as an attempt to evoke the vernacular architecture of Portsea and Sorrento, the *CP3 Pioneer* houses anticipate an important trend that would not become more widespread in the area until the 1980s and '90s. A number of architect-designed houses adopted the motif of a repetitive gable to pay homage to the local cottage and boatshed tradition, notably Graeme Gunn's Cox House at 8 Wrights Road, Sorrento (c1981) and several examples of the work of resident architect Robbie Robertson, including his own house at 118 Franklin Road (c1991) and another at 2 Farnsworth Avenue, Portsea (c1990). The beach house that interior designer Tibor Hubay designed for himself at 3098 Point Nepean Road, Sorrento (1991) also referenced local traditions through its use of limestone block construction.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Steep gabled roofline, stark walls of raked brickwork

Extent of fabric to be retained:
All of the external fabric of the building

Additions and new buildings:
No additions should be permitted to the two street frontages

Schedule:

External Paint Controls	No

Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 499

Heritage Overlay No: XXXX

HERMES No:	XXXX
Place Name:	Paroroo
Other Names:	Warraweena
Address:	3489 Point Nepean Road, Sorrento
Place Type:	House
Construction dates:	1893
Architectural style:	Late Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo by heritage ALLIANCE 2017

Statement of Significance:

What is significant?
3489 Point Nepean Road, Sorrento, is a Late Victorian limestone and brick house in its original garden setting, dating to circa 1893. It was built for the locally significant Hughes family, and was occupied by members of their family until circa 1904.

The painted limestone and brick house appears to retain most of its Late Victorian fabric. It has an asymmetrical façade with a hipped iron roof, two rendered chimneys, and quoining to the corners. The timber windows and door have sidelights and decorative shutters. The verandah has ornate lacework and decorative iron posts. The garden setting adds to its significance.

How is it significant?
3489 Point Nepean Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
3489 Point Nepean Road, Sorrento is historically significant for its association with the Hughes family. The property was constructed circa 1893 and is a good example of a Late Victorian limestone and brick house. It belonged to a well-known and influential local family of lime burners and businessmen and is very intact. (Criterion A)

The house retains a number of its original features of a Late Victorian house, including limestone and brick walls and chimneys, timber doors and windows, lacework to verandah and shutters. The retention of the garden setting enhances its significance. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of

buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battle-axe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Flinders Heritage Study writes that Warraweena was constructed for James Hughes, a lime burner, in 1893. James may have been the builder because, with his brother William, he helped construct a road and their house at 33-39 Hughes Road in Sorrento in 1903-4. As the names suggests, the road was named after the Hughes brothers as they had requested its construction and worked with the Council to achieve it. The Hughes brothers also owned the Oriental Coffee Palace at 18-24 Ocean Beach Road, 875 Melbourne Road, Sorrento, and the former Vicarage at 89 Hotham Road, Sorrento. [Context 1992, 1997: 601] All the buildings mentioned are of limestone construction but there is no evidence that Hughes built any of the houses himself.

William Hughes Snr (1840-1904) arrived in Port Phillip in 1854 and arrived in Sorrento in 1870. By 1875 he was listed as a quarryman and lime burner. He ran kilns for James Ford, Wischer, Blair, J and CG Duffy. He had multiple businesses. He was licensee of the Continental Hotel between 1882 and 1887, before he built the Oriental Coffee Palace, opposite the Continental Hotel on Ocean Beach Road. It is not clear which of the Hughes family built which houses in Sorrento and it is not at all clear that the information provided in the Flinders Heritage Study is correct, particularly whether the Hughes family built their own houses. Some of the following information is gleaned from a genealogical booklet on the Hughes family and other details have been taken from Hollinshed and the Flinders Heritage Study.

The limestone house at 89 Hotham Road was the first house built in 1882 for William Hughes Snr when he was the licensee of the Continental Hotel. The family sold it in 1893 to St Johns Church of England in Sorrento for their vicarage. Hughes had built the two storey Oriental Coffee Palace in 1887-88 in limestone. The business was possibly run by his sons James and William until 1917. Other properties built by or for the Hughes family include 875 Melbourne Road, Sorrento, called Theo Cottage. Built partially in limestone, circa 1891 for William Michael Hughes (1863-1924) he owned it until 1904. [Woiwod, 2015]

3489 Point Nepean Road has been called Warraweena and later was called Paroroo. Flinders Heritage Study states that it was built for the other Hughes brother, James Patrick (1866-1953), in 1893. The Hughes family probably sold or moved out of the house circa 1903 when they went to their new house Woodlands, in Hughes Road. In 1904 the local newspaper records the Hughes brothers asking Council to help them build a road from

Cameron's Bight to Melbourne Road, past Woodlands. When completed the road was named after them. [Context, 1992, 1997:250] 3489 Point Nepean Road might have been the first house of James and Julia Hughes until they moved to Woodlands, another limestone and brick house, in circa 1903.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 4: Utilising Natural Resources
Theme 4.1: Lime
Theme 7: Building Settlements and Towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Bernard Woiwod, 2015, *The Hughes Family of Sorrento*, Eltham North
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

This house is a rendered or painted limestone and brick Late Victorian house with a hipped iron roof. Two rendered chimneys have decorative corbelling. The asymmetrical facade has a projecting front bay with a large sash window with sidelights and timber shutters. The verandah over the front door and window has ornate iron lacework and verandah posts. The corners of the front facade have regular quoining which might indicate that the quoining is brick. The timber door has decorative sidelights and fanlight. It is assumed that the painted walls over the limestone is a later addition and returning the walls to face limestone and brick if it can be achieved without damage, would enhance the significance of the place.

Comparative places:

Woodlands, 12 Derrick Street, Blairgowrie (1903) was also built by the Hughes family and was occupied by them after Warraweena. Woodlands is less ornate than Warraweena and has a distinctly conservative Victorian style. It is made of limestone with brick quoining and was sited on their lime kiln, located near this site on Hughes Road.

Pembroke, 877 Melbourne Road, Sorrento (1908) was built by another stonemason, William Skelton for his own family. Similar to Paroroo it is brick and limestone, has a projecting bay with gable roof, verandah to the side and Late Victorian styling with eave brackets and sidelights to the front door. Arched windows and brick decoration in the gable ends indicate a Federation date.

Eastcliff, 881 Melbourne Road, Sorrento (1889-1905) built by local stonemason George Morce for his own family. It has a projecting bay in all-limestone and a front which has brick quoining. Its dates are most similar to Paroroo and the owners are similar local residents.

Linlithgow, 36-38 Darling Road, Sorrento (1902) built for the local Clark family who owned shops in Ocean Beach Road. It has a similar projecting front, verandah to side and limestone walls. It is not as intact as Paroroo.

Recommendations

Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries

Significant elements or design features:
The limestone walls, asymmetrical front, verandah, windows and door

Garden and landscape:
A large area of garden should be maintained at front of house to preserve views to house.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited Uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 514

Heritage Overlay No: XXXXXX

HERMES No:	XXXX
Place Name:	St Pauls Road General Store
Address:	69 St Pauls Road, Sorrento
Place Type:	Shop
Designer/architect:	Unknown
Construction dates:	Circa 1913-1940
Architectural style:	Inter-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
69 St Pauls Road, Sorrento, known as the St Paul's Road General Store was built circa 1913-1940. The building retains some of its original fabric including the cantilever verandah, tile roof, stepped parapet and a shopfront which opens directly to the street.

How is it significant?
69 St Pauls Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

69 St Pauls Road, Sorrento is historically significant because it was constructed in the Inter-War period and has operated as a shopfront for at least 80 years. It is a rare example of a small local store or shop in a residential area in Sorrento, and belonged to a significant local family, the Cottiers. (Criterion A, & B)

The building retains a number of original features, in particular the stepped masonry parapet, tile roof, cantilever verandah and shop front which opens directly onto the street. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services.

Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Section 78, Township of Sorrento was alienated by W.A Blair in the 1890s. A 1928 subdivision plan shows no buildings on St Pauls road with only one property on the corner of Melbourne Road. The unusual pattern of Russel Cr and Webster St is laid out in this subdivision plan which would appear to be related to W. Stringer, of Stringers Stores. A search of the rate books reveals that John Cottier, labourer of Sorrento owned Lots 5 and 6 and buildings on St Pauls Road between 1913 and 1924. [Flinders Shire Rate Books, west riding, 1913-1924.]

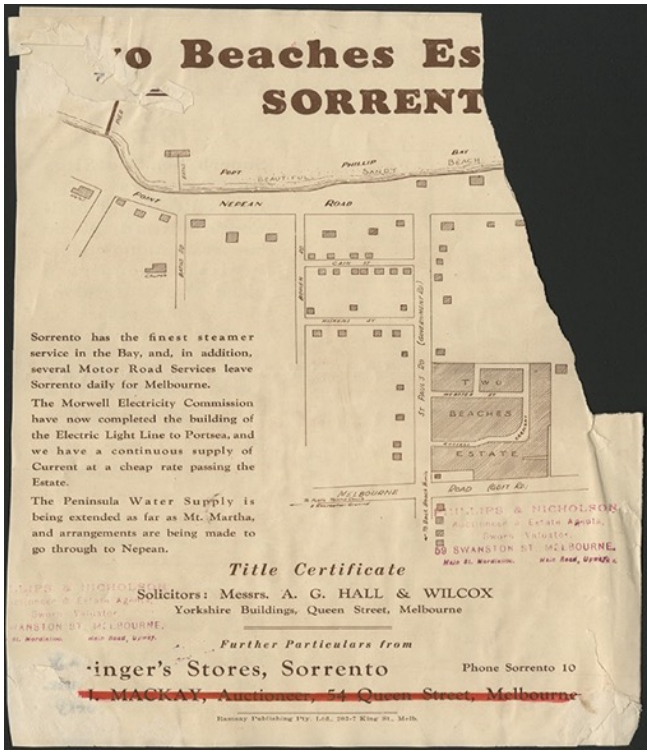
The Cottier family have a long history of association with Sorrento and dairying in particular. John Cottier is variously described as a cabman and a labourer and the son of James Cottier. The Cottiers were early settlers on the Peninsula. The first James, born on the Isle of Man, and his wife Jessie Burn came to Dromana in 1850. Like many early settlers they practised a variety of trades until they started to take in boarders, then took a hotel license and opened The Rye Hotel in 1859. The Cottiers are like many families and use repeated names and second names to identify each generation. James, William and Jack are used interchangeably. [Hollinshed, 1982]

James Cottier was born in 1860 and moved from Rye to Sorrento as a builder's labourer for builders Goss and Johnston. He also drove cabs and was the last horse drawn cabman on the Peninsula. James married Madeleine O'Brien and had 2 sons William Harold and James Allan. James Allan Cottier born in 1914, later inherited 71 St Pauls Road with his wife Emily.

William Cottier, (sometimes called John) James' brother, was born 1859 and married Elizabeth Dark of Sorrento in 1878. One of his sons, Allan William Cottier was born 1915. The Dark family opened a small store in Bowen Road in the 1930s.

William Harold Cottier bred cows and leased 60 acres on Hughes Road. Before the war he delivered milk and then sold his herd when he enlisted in WW1. His brother, James Allan took over the milk delivery business in his absence and when William Harold returned, he became an SP bookmaker. [Hollinshed,1982:112] Other Cottiers ran a dairy at 'Mindi' on Ocean Beach Road in 1917, it isn't known which branch of the family this was but could have been William. In 1915 William Cottier was listed in Sands and McDougall as a Dairyman in Sorrento. [Sands & McDougall, 1915]

69 St Pauls Road was subdivided from the adjoining lots in 1946. Subdivision plan on title Vol 6877 folio 1375370 lot 16, became part 2028377 and was transferred to Lillian Barry in 1946. The store on the site was probably built prior to 1946 during the ownership of John Cottier, given its Interwar design and so it is quite possible that the Cottiers had constructed the building as part of their dairying business before subdividing their land and the second generation of the Cottiers built the new dairy next door at 71 St Pauls Road. It is also likely that at some stage the building was used as a fishmongers and fish and chippery and it is now a general store and cafe.



VNEP A11712 Ires 1928, Source, Nepean Historical Society

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.3: Establishing commercial and retail centres

Sources:

Nepean Historical Society Collections
Sands and MacDougall Directory Victoria
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A small masonry shopfront on a residential street, this Inter-War shop has been set directly onto the street. The street is largely unmade without formal kerbs, channels or footpaths and so cars park directly out the front. The Interwar style of the building includes the stepped masonry parapet, cantilever verandah and tile roof.

The windows and central door have been replaced with fixed panes of glass which is disappointing. The exterior might have once been tiled, but is now rendered. Inside the shop retains more of its original fabric and shows sign of having once been a fishmongers or butchers, with a hanging rail and hooks in the window.

Comparative buildings:

Portsea general store and café, 3770 Point Nepean Road, Portsea is an Inter-War shopfront on a prominent corner in Portsea adjacent to the public jetty. It has a similar masonry parapet, cantilever verandah but it has an original shopfront window and door.

35 Bowen Road, Sorrento former Darks Grocery Store, is an Inter-War concrete block store on a residential corner in Sorrento with a corner opening and verandah over the footpath.

Shopfronts, 3750-3752 Point Nepean Road, Portsea is two conjoined shopfronts from the Inter-War period. The verandah is not original nor is the parapet, but the glass shopfronts and doors are original.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
Cantilever verandah and stepped parapet

Extent of fabric to be retained:
Windows and doors could be replaced and improved.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 515

Heritage Overlay number: **XXXXXX**

HERMES No:	XXXX
Place Name:	Former Dairy
Address:	71 St Pauls Road, Sorrento
Place Type:	Shop
Designer/architect:	Unknown
Construction dates:	Circa 1951
Architectural style:	Post-War
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo heritage ALLIANCE 2017

Statement of Significance:

What is significant?
71 St Pauls Road, Sorrento, was built in circa 1951 by the locally significant Cottier family of dairymen.
The building retains some of its original Post-War fabric including the masonry stepped parapet, curved corner and opening directly to the street.

How is it significant?
71 St Pauls Road, Sorrento is of local historical and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?

71 St Pauls Road, Sorrento is historically significant because it was constructed for the locally significant Cottier family and used as a local dairy for at least 26 years. It is a rare example of a small local Post-War shop in a residential area of Sorrento, and one of only two dairies known to survive in Sorrento. (Criterion A & B)

The building retains a number original Post-War features, in particular the stepped masonry parapet, curved corner and opening directly onto the street. (Criterion D)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

By the 1890s Sorrento township and Ocean Beach Road had begun to develop with new facilities such as a Mechanics Institute and shops. On the west side of Ocean Beach Road, opposite the Continental Hotel was Stringers Stores, the Athenaeum Theatre, and the Oriental Coffee Palace. Between 1900 and 1910 a number of buildings were constructed on both sides of Ocean Beach Road, to provide accommodation and retail services. Along Melbourne Road, Hotham Road and in East Sorrento, a large number of permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

In the early 20th century, development of Sorrento was impacted by the closure of the steam tramway and steamer services and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-war period and then again in the Post-World War Two years. A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

Section 78, Township of Sorrento was alienated by W.A Blair in the 1890s. A 1928 subdivision plan shows no buildings on St Pauls road with only one property on the corner of Melbourne Road. The unusual pattern of Russel Cr and Webster St is laid out in this subdivision plan which would appear to be related to W. Stringer, of Stringers Stores. A search of the rate books reveals that John Cottier, labourer of Sorrento owned Lots 5 and 6 and buildings on St Pauls Road between 1913 and 1924. [Flinders Shire Rate Books, west riding, 1913-1924.]

The Cottier family have a long history of association with Sorrento and dairying in particular. John Cottier is variously described as a cabman and a labourer and the son of James Cottier. The Cottiers were early settlers on the Peninsula. The first James, born on the Isle of Man, and his wife Jessie Burn came to Dromana in 1850. Like many early settlers they practised a variety of trades until they started to take in boarders, then took a hotel license and opened The Rye Hotel in 1859. The Cottiers are like many families and use repeated names and second names to identify each generation. James, William and Jack are used interchangeably. [Hollinshed, 1982]

James Cottier was born in 1860 and moved from Rye to Sorrento as a builder's labourer for builders Goss and Johnston. He also drove cabs and was the last horse drawn cabman on the Peninsula. James married Madeleine O'Brien and had two sons William Harold and James Allan. James Allan Cottier born in 1914, later inherited 71 St Pauls Road with his wife Emily.

William Cottier, (sometimes called John) James' brother, was born 1859 and married Elizabeth Dark of Sorrento in 1878. One of his sons, Allan William Cottier was born 1915. The Dark family opened a small store in Bowen Road in the 1930s.

William Harold Cottier bred cows and leased 60 acres on Hughes Road. Before the war he delivered milk and then sold his herd when he enlisted in WW1. His brother, James Allan took over the milk delivery business in his absence and when William Harold returned, he became an SP bookmaker. [Hollinshed,1982:112] Other Cottiers ran a dairy at 'Mindi' on Ocean Beach Road in 1917, it isn't known which branch of the family this was but could have been William. In 1915 William Cottier was listed in Sands and McDougall as a Dairyman in Sorrento. [Sands & McDougall, 1915]

A title search [Certificate of Title, Vol. 7028 Fol. 1405537] indicates that James Allan and Emily Farrow Cottier were the owners of 71 St Pauls Road Sorrento from 1947 until 1964 when the owner was Oakes Oakleigh Ice

Supply Pty Ltd, of Kew. In 1969 a mortgage was discharged from Sorrento Dairy Pty Ltd, formerly Oaks. In 1975 the owner was Model Dairy Industries Ltd of Broadmeadows and then in 1976 Graeme John Jennings and Maxwell George Jennings, Rosebud dairymen were the owners. Then Eric Hayman and David Townshend became owners in 1986.

The Flinders Heritage Study states that the building that is on the site today was constructed in 1951 and then altered in 1958. [Context 1992, 1997] It would appear however that the Cottier family had owned 71 St Pauls Road, since at least 1913. It isn't known what buildings were on the site before 1951. That the building was known as a dairy and after the ownership of the Cottiers it continued to be used as a dairy until at least 1976 is quite remarkable.

There were a number of dairies listed in the 1917 *Illustrated Guide to Sorrento*; Hill Holme - Melbourne Road, George Heywood - Hiskens Street, Cooee Dairy- Hurstwood Road, Summerlea Dairy - CH Johnston Junior, Mindi - Back Beach Road, which was also a home of the Cottier family. The Cottier family had been dairymen in Sorrento for over 50 years.



VNEP A11712 Ires 1928, Source Nepean Historical Society

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.3: Establishing commercial and retail centres

Sources:

Nepean Historical Society Collections
Sands and MacDougall Directory Victoria
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates

Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:
A painted brick Post-War building with a round corner, although the building isn't actually on a corner. Possibly the corner door always faced the driveway to the side, where loading occurred. A stepped brick parapet runs along St Pauls Road to the corner where a door was situated. This has now been bricked up and the main entrance is between two metal framed windows on St Pauls Road. A string course runs along the top of the window and there is no sign it ever had a verandah.

Comparative buildings:

Portsea general store and café, 3770 Point Nepean Road, Portsea is an Inter-War shopfront on a prominent corner in Portsea adjacent to the public jetty. It has a similar masonry parapet, cantilever verandah but it has an original shopfront window and door.

Cooee dairy, 98 Hurstwood Road, Sorrento was built by Charles Dark and William Chapman in 1905. Mrs Morce ran the Cooee dairy from this property from 1912 and it was one of four dairies operating in Sorrento at the time.

35 Bowen Road, former Darks grocery store, is an Inter-War concrete block store on a residential corner with a corner opening and verandah over the footpath.

Shopfronts, 3750-3752 Point Nepean Road, Portsea is two conjoined shopfronts from the Inter-War period. The verandah is not original nor is the parapet, but the glass shopfronts and doors are original.

46 Ocean Beach Road, Sorrento is a late, Inter-War shopfront with random limestone cladding on shopfront with curved glass window and double door ingo. The ornate parapet has Inter-War detailing and a large cantilever verandah is intact.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The brick parapet and curved corner

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	no
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION 522

Heritage Overlay number: **XXXXX**

HERMES No:	XXXX
Place Name:	Watts cottage
Other names:	Ilfracombe
Address:	165 Ocean Beach Road, Sorrento
Place Type:	Reconstructed cottage
Construction dates:	Circa 1869, relocated 1983
Architectural style:	Victorian
Level of Significance:	LOCAL
Recommendation:	To be included on HO schedule

Photo:



Photo sourced from morningtonpeninsulamagazine.com.au December 2018

Statement of Significance:

What is significant?
165 Ocean Beach Road, known as Watts Cottage is situated in the Pioneer Memorial Garden, on the corner of Melbourne Road and Ocean Beach Road Sorrento. It is a Victorian cottage built circa 1869, relocated to a public garden (ca.1988) and reconstructed in-situ. The cottage was built for the Watts family of fishermen and lime burners and was occupied by members of their family for many decades.

The house retains some of its original fabric, although completely reconstructed, including the limestone chimney. It has a symmetrical façade, a timber shingle roof and was saved from demolition by the efforts of local conservation groups. It is now the oldest house in Sorrento and is used as a local house museum.

The garden setting next to the Nepean Historical Society museum, contributes to the significance of the place.

How is it significant?

Watts Cottage, Sorrento is of local historical, social and representative (architectural) significance to the Mornington Peninsula Shire.

Why is it significant?
165 Ocean Beach Road, Watts Cottage, is historically significant for its association with two Sorrento families, the Watts and the Skeltons. The property was constructed circa 1869 and is a rare example of a Victorian wattle and daub cottage. It is the oldest original cottage surviving in Sorrento which belonged to a significant settler family and has been extensively documented. (Criterion A & B)

The house retains a number of original features of a Victorian cottage, although completely reconstructed in the 1980s. These include a limestone chimney, shingle roof, wattle and daub walls and the very small windows on the front facade. The story of local efforts to conserve the cottage and the extensive documentation of the place, contributes to its social and historical significance. (Criterion D & G)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry of the Nepean Peninsula was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys and were the first to recognise its potential. In June 1839, John Fawkner who had been at Sullivan Bay, was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to lime craft. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone.

By the 1860s the Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop Sorrento township, foreshore and back beach as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had established his own steamship company and later a steam tramway to transport visitors from Melbourne to his Ocean Amphitheatre at the back beach. Another influential developer of Sorrento was Charles Gavan Duffy (1816-1903), who developed 600 acres with his neighbour W.Cockburn, for gentleman's cliff-top villas, of which many still line the edge of the Bay. The *Bella Vista Estate* created the unusual alignment of Point Nepean Road and reserved Sorrento Park. [Butler & Context 2012:29-30]

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The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

History of the Place:

The Thematic History discusses Watts Cottage under the theme of fisherman's huts. There were a number of fisherman's huts built on the beach at Portsea by the Watson family. There were also others at Crib Point and Mornington. Most of these cottages were pulled down in the 1960s after the leases had expired and some were washed away by high tides after storms. One such cottage of wattle and daub construction was built by John Watts, part-time fisherman and lime-burner, in Holyrood Avenue, Sorrento. In 1967 the land and cottage was sold to a developer. To save the house from demolition the Flinders Shire Council acquired the block containing the cottage and with the help of the Nepean Historical Society, National Trust and the Sorrento Rotary Club formed a committee to preserve the building. In 1988 with the help of a grant from the State Government the cottage was dismantled and faithfully re-constructed next to the Mechanics Institute, Sorrento. [Butler & Context, 2012:57]

Most information on Watts cottage, also called *Ilfracombe*, has come from the Nepean Historical Society who now manage the property and open it for the public and school groups. The cottage is a very small wattle and daub, with limestone chimney, built circa 1869. It was originally located on an acre of land fronting Holyrood Avenue and was the home of John Francis and (Jane)Jenny Watts. John Watts, a sailor from Ashford by Barnstaple in Devon, came to Australia in 1860. Ilfracombe was a seaside village on the Bristol Channel close to his home so the name was chosen for their cottage after he and Jenny Skelton married in 1865. She had been born in 1847 to Edward and Harriet Skelton, who were also lime burners.

At the time, John Watts was a lime-burner in the area. In subsequent years he worked variously as a fisherman, bullock-driver and as Ocean Foreshore Ranger. They had nine children born between 1865 and 1885, seven of them whilst living at Ilfracombe. The Watts operated a small farm on the land where the cottage originally stood.

The original cottage, located near 36 Erlandsen Avenue Sorrento, had two rooms. It was built for John Watts by a Mr Lowther at a cost of 12 pounds. There was an extra fee for the stonemason for the fireplace. The roofing

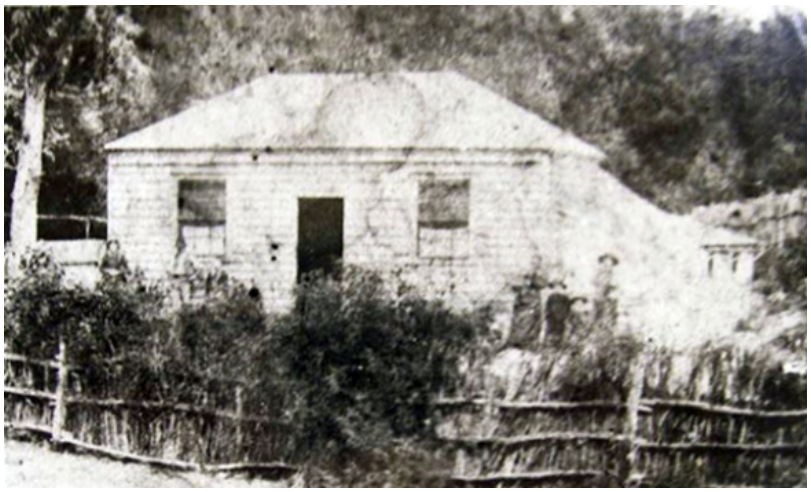
frame was made from ti-tree bought from Rye. The shingles were cut from large eucalypts at Arthurs Seat. The window and door frames were made from Kauri washed ashore from the wreck of the Hurricane which sank off Arthurs Seat in 1869. The walls were of wattle and daub construction using local wattle and lime. The existing lining boards were probably added at the turn of the 19th century.

Over the years as the family grew additional weatherboard rooms were added so that the shape of the house changed and the original cottage was hidden as in the photo above. These additions were dismantled when the home was moved.

In 1967 the combined initiative of a concerned public and the Nepean Historical Society saved the building from demolition by developers. An appeal was launched to cover restoration and removal and the community contributed. The State Government made a grant of $3800. Eventually in 1988 the renovation and relocation of the cottage was completed by members of the Sorrento Rotary as a Bicentennial Project under the guidance of their past president John Clark a builder who is a Watts descendant. [Nepean Historical Society, Watts Cottage, www.nepeanhistoricalsociety.asn.au]

Watts cottage is a relocated and fully reconstructed wattle and daub Victorian cottage. It was built for the Watts family in 1869. The cottage is very well documented and this adds to its value. The integrity of the reconstruction is unknown, but presumably some effort was made to conserve and faithfully reinterpret the original fabric of the cottage.

The Pioneer Memorial Garden was constructed on the site of the former Sorrento tennis courts and the Watts cottage was relocated as part of this Bicentenary project. The gardens have a number of memorials to local residents and notable figures and has some social significance.



Watts Cottage in situ with front extensions and additions. Source, Nepean Historical Society


A photo of the Watts family, VNEP-p1880, Nepean Historical Society collection.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 4: Utilising Natural resources
Theme 4.1: Lime
Theme 4.2: Fishing

Sources:

Nepean Historical Society website
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
Helen Lardner Conservation Design Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report*

Description:

A very small Victorian cottage that is similar to a small crofters cottage from Britain. With a hipped shingle roof, external limestone chimney, symmetrical front, and wattle and daub walls. The very small windows are distinctive as is the timber banding either side of the windows.

Comparative places:

Lystra at 5 St Pauls Road, Sorrento (1887) is an early fisherman's cottage built in limestone by John Watson a local fisherman. Located across the road from the Bay and largely unaltered it is the best preserved of the early fishermen's houses. The Watsons had moved to this part of the Bay after being evicted from Weeroona Bay near Portsea in the 1860s.

Franklin 3213 Point Nepean Road, Sorrento (circa 1890-1910) was also owned by John Watson, and with Lystra might be one of four houses on a large allotment, now subdivided, that he owned. This large weatherboard house is a later style but is located close to the water and appears largely intact.

Demolished house, Vue Hill which belonged to the fishing family Erlandsen.

Ford house and outbuildings, Farnsworth Avenue, Portsea, circa 1873 or earlier. These early buildings are built of limestone quarried from the site and were constructed for a family with a similar background to the Watts, who burned lime, fished and ran a small farm to supplement income and food. The pared down style of the buildings is comparative to Watts cottage which is similarly simply designed and easy to construct.

Demolished cottage occupied by the Watts family next to the Mornington Hotel, which was of a similar small crofters cottage design to Watts Cottage. Demolished in 1954.

Cliff Cottage 183 Melbourne Road, Sorrento which is also a wattle and daub cottage.

Recommendations:
Recommended for inclusion in the Heritage Overlay to the extent of the whole property as defined by the title boundaries.

Significant elements or design features:
The symmetrical front and the limestone chimney

Extent of fabric to be retained:
All of the original fabric of the cottage

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	Yes
Incorporated plan	-
Aboriginal Heritage Place	No

HERITAGE CITATION HO1A

Heritage Overlay number: **1A**

HERMES No.	XXXXXX
Place Name:	Sorrento Historic Precinct: Commercial Area
Address:	Sorrento
Place Type:	Precinct
Level of Significance:	LOCAL
Recommendation:	Existing HO1 to be amended to reflect new mapping and citation.

Map:

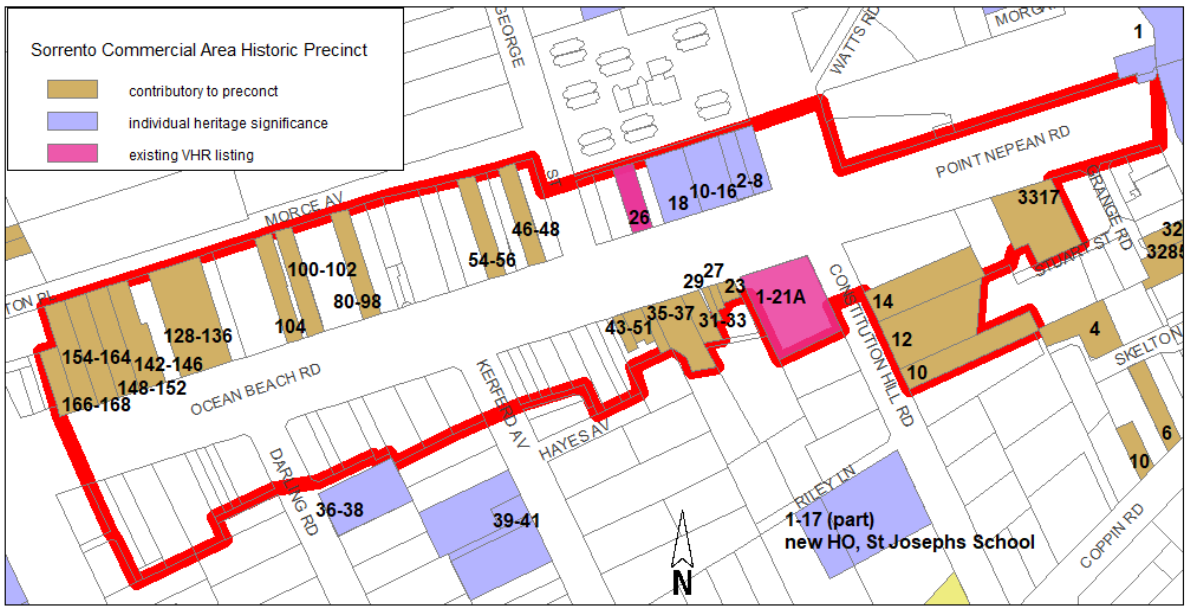


Table: Individually significant and contributory properties -

1- 21A Ocean Beach Road, Sorrento	State significance VHR H1896
2- 8 Ocean Beach Road, Sorrento	Individual HO XXX
10- 16 Ocean Beach Road, Sorrento	Individual HO XXX
18 Ocean Beach Road, Sorrento	Individual HO XXX
23 Ocean Beach Road, Sorrento	Contributory
26 Ocean Beach Road, Sorrento	State significance VHR H2227
27-29 Ocean Beach Road, Sorrento	Contributory
31- 33 Ocean Beach Road, Sorrento	Contributory
35- 37 Ocean Beach Road, Sorrento	Contributory
43- 51 Ocean Beach Road, Sorrento	Contributory
46-48 Ocean Beach Road, Sorrento	Contributory
54- 56 Ocean Beach Road, Sorrento	Contributory
80- 98 (part) Ocean Beach Road, Sorrento	Contributory
100-102 Ocean Beach Road, Sorrento	Contributory
104 Ocean Beach Road, Sorrento	Contributory

128-136 Ocean Beach Road, Sorrento	Contributory
142- 146 Ocean Beach Road, Sorrento	Contributory
148- 152 Ocean Beach Road, Sorrento	Contributory
154-164 Ocean Beach Road, Sorrento	Contributory
166-168 Ocean Beach Road, Sorrento	Contributory
3317 Point Nepean Road, Sorrento	Contributory
14 Constitution Hill Road, Sorrento	Contributory
12 Constitution Hill Road, Sorrento	Contributory
10 Constitution Hill Road, Sorrento	Contributory

Description:
The Commercial Area of the Sorrento Historic Precinct is a concentrated strip of retail and commercial development on both sides of Ocean Beach Road between the Sorrento Foreshore and Melbourne Road, Sorrento. This Area has been the centre of Sorrento's tourist and retail development since the 1880s, has the greatest concentration of historic buildings and is subject to the greatest development pressures. The area is covered by HO1, Sorrento Historic Precinct and subject to Clause 22.17 Sorrento Historic Precinct Policy.

The precinct area is formed by the linear Ocean Beach Road shopping strip which rises from the Sorrento foreshore to go over a rise on which is sited the Continental Hotel. From here there are long views across the Bay and to the high dunes in the other direction on the Back Beach.

The Continental Hotel is the largest structure in the area and has landmark qualities in the precinct and beyond. Along both sides of Ocean Beach Road are Late Victorian, Federation and Inter-War commercial buildings with ground floor shopfronts, verandahs, and upper storeys which are less activated than the ground floors. Single storey buildings have large parapets and verandahs and at the west end of the Road are a number of buildings which are adapted residential buildings occupied by businesses.

At the east end of the precinct between Constitution Hill Road and the foreshore are four significant residential buildings, one the former Ballroom of the Continental Hotel and the other a residence known as Quamby, and two others. At the corner of Point Nepean Road and Ocean Beach Road is the landmark Stingers stores and a small park on the alignment of the former tramway, which allows for views over the Bay.

A number of newer developments exist along the south side of Ocean Beach Road from 63 Ocean Beach Road to the corner of Melbourne Road. These have no heritage significance. On the north side of Ocean Beach Road, there are new developments constructed as infill between significant buildings.

Some of the buildings are built of limestone, and some are of limestone/ brick or plain brick. Overall the precinct has a village character, with a broad street and pavements, and single storey or two storey buildings.

Statement of Significance:

What is significant?
The Sorrento Historic Precinct Commercial Area, part of existing HO1, Sorrento Historic Precinct, includes properties in the section of Ocean Beach Road extending from Melbourne Road to the foreshore and on Constitution Hill Road overlooking the foreshore.

The Commercial Area retains the early alignment and arrangement of Ocean Beach Road and contains significant buildings from the earliest period of development of the township to the present day. The streetscape arrangement preserves important views to the foreshore and the Bay beyond.

The buildings, views, vistas and streetscapes contribute to the significance of the precinct.

How is it significant?
The Sorrento Historic Precinct Commercial Area, is of local historical, social, aesthetic and architectural significance to the Mornington Peninsula Shire.

Why is it significant?
The Sorrento Historic Precinct Commercial Area is of historical significance for the role it played in the early development of the township of Sorrento as well as the establishment of Sorrento as a tourist resort. The intactness of the precinct and its ability to demonstrate these two key themes through its early buildings, streetscape and setting, is rare on the Mornington Peninsula and demonstrates a continuity of development from the 1860s until today that is highly valued by the community. (Criteria A, B & G)

The Sorrento Historic Precinct Commercial Area demonstrates the principal characteristics of the Late Victorian, Federation and Inter-War periods of development, including the low scale of a seaside village, following the natural topography and a wide boulevard constructed to accommodate a steam tramway. It retains single and double storey commercial buildings which demonstrate typical Victorian, Federation and Inter-War forms, siting and features, constructed predominately from local limestone and brick. (Criterion D)

The Sorrento Historic Precinct Commercial Area is of aesthetic significance for its large collection of intact limestone and brick buildings dating from the 1870s to 1915. Many of these buildings are constructed from locally sourced limestone and brick and form a vernacular building tradition on the Peninsula which is unique and highly significant. (Criteria B & E)

The Sorrento Historic Precinct Commercial Area is of aesthetic significance for the combination of natural topography, historic buildings, streetscape qualities, vistas and views of the Bay. The seaside village character is enhanced by the landscape setting and low scale historic buildings with verandahs. Ocean Beach Road sits on a high point above the Bay and offers views to the Bay and west towards the vegetated dunes of the Back Beach. The entrance to Ocean Beach Road is particularly distinctive with the landmark four storey, limestone Continental Hotel (1875), on the south side and Stringers Stores (1886), on the north side. Buildings from the 1890s to 1940s also contribute to this aesthetic value. The streetscape qualities include the broad tree-lined street and pavements, and scale of development. (Criterion E)

The Sorrento Historic Precinct Commercial Area is of significance as a focus for social and commercial activity for both residents and tourists since the establishment of the township. Historically, most local services were and continue to be concentrated in Ocean Beach Road. This long association is reflected in the level of community attachment to the area and many campaigns to conserve and improve the area. The Ocean Beach Road Commercial Area has landmark qualities which uniquely identifies Sorrento for the community and tourists alike. (Criterion G)

The Sorrento Historic Precinct Commercial Area is of significance for its associations with a number of people who played an important role in the development of Sorrento and/or had strong associations with shaping the fabric and character of the area, including: George Coppin, William Hughes, Isaac Bensilum and William Joseph Croad. (Criterion H)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin

nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung / Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys. In June 1839 John Fawkner was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the Channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to boats. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from the local limestone. Nepean limestone is a vernacular tradition on the Peninsula with two distinct styles of limestone construction with early buildings being built entirely of limestone and later ones built with red brick quoining. Limestone is the dominant fabric of the northern end of Ocean Beach Road.

By the 1860s Point Nepean was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin (1819-1906) was planning to develop the town as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had his own steamship company and then built the Continental Hotel in 1875 to accommodate them. Another influential developer of Sorrento was Charles Gavan Duffy MLA (1816-1903), who developed his 600 acres for gentleman's cliff-top villas which still line the edge of the Bay. It also laid out the alignment of Point Nepean and Hotham Roads and reserved Sorrento Park overlooking the jetty and Bay. [Butler & Context, 2012:22]

By the 1890s the township and the commercial precinct had developed further with new civic facilities such as a post office and a mechanics institute. Shops had developed on the west side of Ocean Beach Road, including Stringers Stores, the Athenaeum Theatre, the Oriental Coffee Palace and a small building (now occupied by Sportsgirl) at 54 Ocean Beach Road constructed in 1894. It was at the turn of the century that the great majority of commercial and residential buildings were constructed on both sides of Ocean Beach Road and many of these still exist. Between 1900 and 1910 a large number of buildings were constructed along Ocean Beach Road, to accommodate tourists. Many permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

The 20th century development of Sorrento has been marked by an increase in private home ownership accompanied by increasing densification and subdivision. The wealth of Melbourne's middle class after WW1 and increasing car ownership resulted in more holiday makers visiting the Peninsula, and investing in their own piece of seaside paradise. In later decades, there has been an increase in permanent residents retiring to the seaside and seeking a sea change. In recent years the increasing ease of renting properties on the internet, has led to a boom in the holiday rental market and two and three lot subdivision of existing properties.

Thematic History:

At Sorrento, Ocean Beach Road developed rapidly as the main commercial spine of the town from the 1880s and today there is ample evidence of the types of business premises which were established at the northern end of this road to service the holiday-makers and local residents. The Oriental Coffee Palace and the Stringers Stores

are the most intact examples of commercial developments of the 1880s while more modest shops appear to have been redeveloped at the turn of the century.

With their central commercial and service role in the community, local shops were sometimes associated with prominent local families and individuals. In February 1877 Godfrey Burdett Wilson opened a butcher's shop in a small timber shop in Point Nepean Road opposite the Sorrento Park. This shop had been built in 1876 for Charles Gavan Duffy, a substantial property owner on the Peninsula, politician and Premier of Victoria in 1871-2. In 1904 the Wilsons moved their business to the main street buying land from George Coppin and building a more substantial limestone shop and dwelling which was run by Godfreys oldest son, Henry Wilson.

Shops such as Morleys Shop built in 1903 for Edward Morley were also hailed as contributing to the architectural worth of the town. Morleys shop (later Sullivans Bakery) and six roomed dwelling was built by the prolific Sorrento builder, William Joseph Croad. While many shops have changed usage over time, others like Thorns Pharmacy (1911) have since had a remarkable continuity of use. [Butler & Context, 2012:96]

On the hill beside the Continental Hotel are a group of residences, Kinver (1889), Quamby (c.1910) and Nairn (1923) which were holiday houses built in a prime location for wealthy Melbourne residents. [Context 1992, 1997]

History of the Place:

HLCD Pty Ltd has written an extensive history of the precinct in a Cultural Significance Report undertaken for Council in May 2015, and much of what follows is taken from this report.

During the 1880s and 1890s and into the first decade of the 20th century, a cluster of commercial and residential buildings was constructed along Ocean Amphitheatre Road (later named Ocean Beach Road) to service holiday-makers and residents. They included groups of buildings on both the north and south sides at the east end of the road where it intersected Portsea Road. Many of these early commercial and residential buildings remain and form an important part of Sorrento's heritage.

By c.1900, according to a map held by the Nepean Historical Society, most of the small allotments along Ocean Amphitheatre Road had been sold to local families like the Erlandsens, Hibberts and Croads, and bigger businessmen like Isaac Bensilum and George Coppin purchased large allotments.

Up until c.1900 the concentration of buildings appears to have been isolated to the eastern end of Ocean Amphitheatre Road where views of the Bay can still be achieved. The buildings dating from before 1900, in the Late Victorian period includes:

- The Continental Hotel, 1-21A Ocean beach Road (1875)
- Stringers Stores, 2-8 Ocean Beach Road (1886 & 1892)
- Oriental Coffee Palace, 18 Ocean beach Road (1887/8)
- Kinver, 12 Constitution Hill Road (1889)
- Athenaeum Theatre, 26-36 Ocean Beach Road (1894)
- Shop, 54 Ocean Beach Road (c.1893)

In the Federation period, there was another surge of activity. A high percentage of significant buildings date from this period including:

- Former Continental Hotel Ballroom, 14 Constitution Hill Road (1904)
- Former Sorrento Post Office, 10-16 Ocean Beach Road (1905)
- Shop, 23 Ocean Beach Road (1902/3)
- Quamby, 3317 Point Nepean Road (circa 1910)

- Shops, 27- 29 Ocean Beach Road (circa 1910)
- Shop, 31-33 Ocean Beach Road (1911)
- Shop, 35-37 Ocean Beach Road (1905)
- Gannawarra, 128-136 Ocean Beach Road (1904/5)
- Carmel, 142-146 Ocean Beach Road (1904/5)
- Shop, 148-152 Ocean Beach Road (1906)
- Former house, 154-164 Ocean Beach Road (1905)
- Medical centre, 166-168 Ocean Beach Road (circa 1910)

In the Inter-War period much of the township remained the same, although there were numerous changes to the arrangement of the streetscape with the rise of the motor car tourist and the removal of the steam tram in 1921. Parking was created along Ocean Beach Road, and trees removed from the medians to accommodate the tourists' cars. New buildings were constructed to fill in empty blocks, most with cantilever verandahs and built of brick or timber. Some of these are significant, including:

- Nairn, 10 Constitution Hill Road, (1923)
- Shops and flats, 43-51 Ocean Beach Road (1933)
- Shop, 46 Ocean Beach Road (c.1930s)
- Hardware shop, 80-98 (part) Ocean Beach Road (1945)
- Shop, 102 Ocean Beach Road (c.1920s)
- Former House, 104-106 Ocean Beach Road (1923)

In the Inter-War and Post-War period a number of significant buildings were altered, with new verandahs, infill buildings and a new arrangement of the streetscape. The Oriental Coffee Palace was converted to downstairs shops and upstairs accommodation and the facade of the Continental Hotel was altered to enclose verandahs and extend dining areas to the street. New buildings have been constructed at the bottom of Point Nepean Road behind the former Mornington Hotel. Some buildings have been improved in recent years with conservation works to facades and the restoration of verandahs. Most original shopfronts have now been removed in favour of modern all glass shopfronts. Trees have been reintroduced to the streetscape to good effect.

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.1: Selecting township sites and planning settlements
Theme 7.3: Establishing commercial and retail centres

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
HLCD Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report.*

Comparative precincts:

HO329, Mornington Main Street and Esplanade Civic Precinct.

This precinct is most comparative to the commercial area of Sorrento as it has a similar variety of building and shop types, but has more civic buildings. It similarly has a mix of Late Victorian, Federation and Inter-War styles which indicate a continuity of development and use, however the limestone buildings of Sorrento are very distinctive and remarkable by comparison.

HO317 Station Street Precinct, Somerville
This precinct has representative housing dating to circa 1890-1945. This collection of Federation and Inter-War houses in both timber and masonry is a precinct of comparatively well preserved suburban houses in Somerville. It has some comparisons to Sorrento but was mainly owned and developed by locals.

HO318 Crib Point Precinct
This precinct of houses and a single timber church is representative of the development of the town after the Flinders Naval depot was established post WW1. The housing estate was developed by a local fisherman and designed by Saxil Tuxen who also designed Ranelagh Estate, Mount Eliza. The houses were all built between 1915 and 1929 and mostly were occupied by locals.

HO92 Hansens Lane, Beach Houses Precinct, Balnarring Beach
This precinct of small, cheap beach houses developed in the Inter War period and has some comparisons to East Sorrento in its informal layout and street character. It is characteristic of the first beachside weekender suburbs in the district. The small informal cottages are set among native vegetation close to the water.

HO333 Cook Street Flinders Precinct
This town centre precinct is most comparable to Sorrento Historic Precinct Commercial Area. The precinct contains a mix of church, Post Office, public hall, shopfronts and houses with infill buildings from the twentieth century. It is significant for the important evidence it provides of a pattern of development from the 1860s. Similar to Sorrento, it retains evidence of early allotment patterns and demonstrates continuity from the time of first subdivision, and early development of tourism and local services.

Recommendations:

Extent of curtilage:
The whole of the precinct

Significant elements or design features:
Limestone and brick buildings from Late Victorian, Federation and Inter-war periods, timber and brick buildings from Inter-War period, original shopfronts and verandahs, views and vistas to the Bay and the Back Beach sand dunes.

Extent of fabric to be retained:
All of the Late Victorian, Federation and Inter-War fabric.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-

Aboriginal Heritage Place	No

Other recommendations:

Recommended for inclusion in the Heritage Overlay as a new precinct with its own HO, to the extent of the whole precinct as defined by the accompanying mapping.

HERITAGE CITATION HO1B

Heritage Overlay number: **xxxxx**

HERMES No.	XXXXXX
Place Name:	Sorrento Historic Precinct: Foreshore Area
Address:	Sorrento
Place Type:	Precinct
Level of Significance:	LOCAL
Recommendation:	Existing HO1 to be amended to reflect new mapping and citation.

Map:

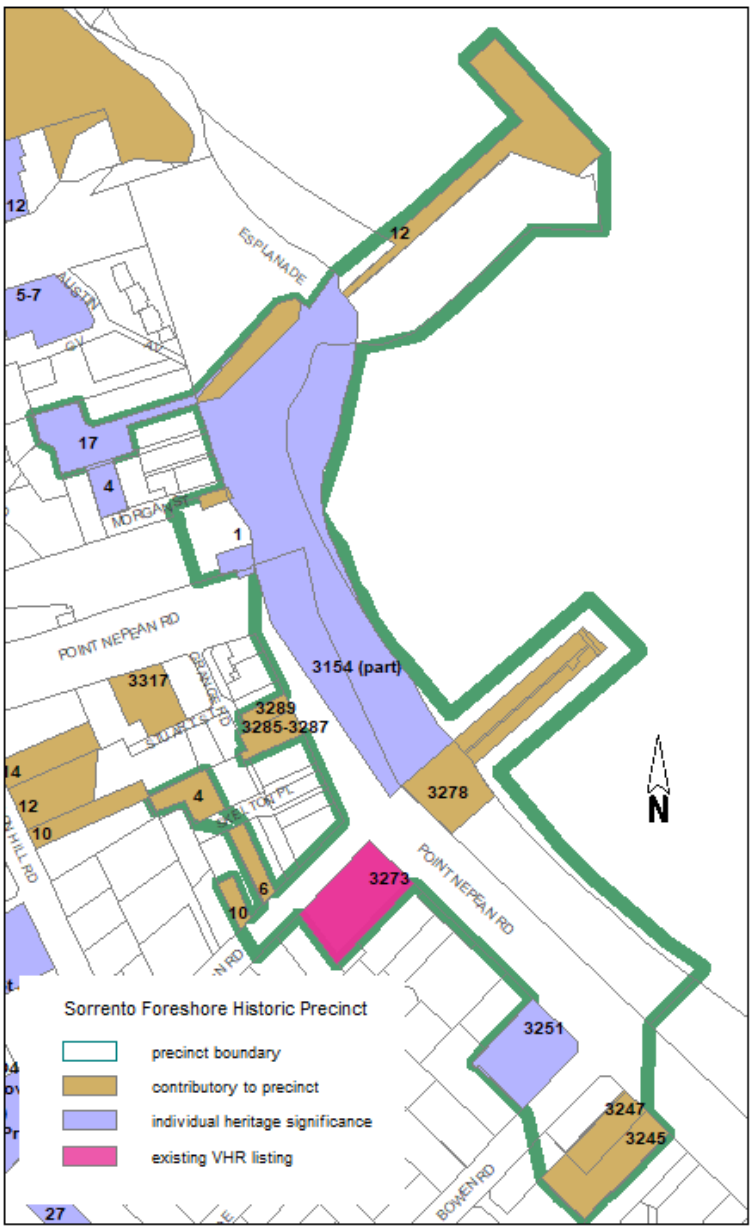


Table: Individually significant and contributory properties -

1 Esplanade, Sorrento (Former Mornington Hotel)	Individual HO XXX
1 Esplanade, Sorrento (Former Morgan's shop)	Contributory
17 Esplanade, Sorrento	Individual HO XXX
3154 Point Nepean Road, Sorrento (Foreshore and Bandstand)	Individual HO XXX
12 Esplanade, Sorrento (Sorrento Pier excluding Searoad Ferry Terminal)	Contributory
Sorrento Tramway Reserve	Contributory
3245 Point Nepean Road, Sorrento	Contributory
3247 Point Nepean Road, Sorrento	Contributory
3251 Point Nepean Road, Sorrento	Individual HO XXX
3273 Point Nepean Road, Sorrento	State significance VHR H1899
3278 Point Nepean Road, Sorrento (site of former tearooms and original alignment of sea baths jetty)	Contributory (VHI H7821-0141)
3285-3287 Point Nepean Road, Sorrento	Contributory
3289 Point Nepean Road, Sorrento	Contributory
6 Coppin Road, Sorrento	Contributory
10 Coppin Road, Sorrento	Contributory
4 Skelton Place, Sorrento	Contributory

Description:

The Foreshore Area of the Sorrento Historic Precinct is formed from the Sorrento Pier, (excluding Searoad Ferry Terminal) foreshore landscaping, bandstand, memorials, site of former tearooms and original alignment of sea baths jetty (listed on the Victorian Heritage Inventory as H7821-0141) and significant buildings facing the Bay along Point Nepean Road from 3247 Point Nepean Road to 17 Esplanade. The area is covered by HO1, Sorrento Historic Precinct and subject to Clause 22.17 Sorrento Historic Precinct Policy.

The precinct area follows both sides of Point Nepean Road as it gradually curves along the Bay toward the Sorrento Pier. Above the foreshore rises a headland with a small public reserve above the Esplanade that interprets the starting point of the former Steam Tramway. Esplanade drops down to join Point Nepean Road past the entrance to Dalwhinnie, also associated with the tramway and Morgans fish and chip shop and the former Mornington Hotel. On the beach in front of The Anchorage is the site of former tearooms and original alignment of sea baths jetty, which has been rebuilt a number of times since 1875, but has remained in the same location.

The foreshore area extends from the public car park in front of the ferry terminal entrance, in an open landscaped area with bollards, sea wall, seats, toilets, war memorial and bandstand. Large Norfolk Island pines line the edge of Point Nepean Road. Along Point Nepean Road, houses are located on higher ground with uninterrupted views to the Bay. These houses are a mix of styles and periods but limestone dwellings predominate facing the Bay. In Coppin Road and Skelton Place there are houses which are smaller timber holiday homes.

Statement of Significance:

What is significant?
The Sorrento Historic Precinct Foreshore Area, part of the existing HO1, Sorrento Historic Precinct, includes private properties along the south side of Point Nepean Road from number 3245 to 3289, Skelton Place and Coppin Road. The foreshore on the other side of the roadway extends from the Sorrento pier, (excluding Searoad Ferry Terminal) with the former Steam Tramway reserve above, down Esplanade to meet the Point Nepean Road

corner. Included in the precinct is the foreshore landscaping, memorials, bandstand and the site of former tearooms and original alignment of sea baths jetty.

The Sorrento Historic Precinct Foreshore Area retains the early alignment and arrangement of Point Nepean Road and Esplanade and contains significant buildings and infrastructure from the earliest period of development of the township to the present day. The early infrastructure of Sorrento Pier, site of former tearooms and original alignment of sea baths jetty and historic Steam Tramway, remain in the same locations, and possibly retain some intact fabric. The arrangement of public open space on the foreshore preserves important views to the Bay and pier and is largely intact.

The buildings, remnant infrastructure, views and landscape contribute to the significance of the precinct.

How is it significant?
The Sorrento Historic Precinct Foreshore Area, is of local historical, social, aesthetic and architectural significance to the Mornington Peninsula Shire.

Why is it significant?
The Sorrento Historic Precinct Foreshore Area is of historical significance for the role it played in the early development tourism and the lime industry of the Mornington Peninsula. The precinct preserves the original alignment of Sorrento Pier which illustrates the early development of the Peninsula, and the importance of sea transport in developing both tourism and the lime industry on the Peninsula from 1860s until the present day. (Criterion A)

The Sorrento Historic Precinct Foreshore Area is of historical significance for the role it played in the early development of the township of Sorrento as a tourist resort. The intactness of the precinct and its ability to demonstrate the key themes through its early buildings, landscape setting and infrastructure is rare on the Mornington Peninsula and demonstrates a continuity of development from the 1860s until today that is highly valued by the community. (Criteria A, B & G)

The Sorrento Historic Precinct Foreshore Area demonstrates the principal characteristics of the Late Victorian, Federation and Inter-War periods of development, including the low scale of Sorrento as a seaside village, elements of the natural topography and the retention of a wide foreshore boulevard. It retains buildings and landscaping which demonstrate typical Late Victorian, Federation and Inter-War features. (Criterion D)

The Sorrento Historic Precinct Foreshore Area is of aesthetic significance for its collection of intact limestone buildings dating from the 1870s to 1927. These buildings are constructed from locally sourced limestone and form a vernacular building tradition on the Peninsula which is unique and highly significant. (Criteria B & E)

The Sorrento Historic Precinct Foreshore Area is of aesthetic significance for the combination of natural topography, historic buildings, foreshore landscape and views of the Bay. The seaside resort character is enhanced by the landscape setting, the arrangement of the Norfolk Island pines, the location of the site of former tearooms and original alignment of sea baths jetty, the site of the former Steam Tramway and the Federation bandstand contributes to this significance. (Criterion E)

The Sorrento Historic Precinct Foreshore Area is of significance as a focus for social and tourist activity since the 1860s. The foreshore area preserves early infrastructure which enabled communication and transport for the isolated early communities of the Peninsula. The foreshore has social significance as it preserves the Sorrento War Memorial and a Federation bandstand built by the community which is highly valued by them. The foreshore area has been a place of social gatherings and celebrations for the community since the 1870s. (Criterion G)

The Sorrento Historic Precinct Foreshore Area is of significance for its association with a number of people who played an important role in the development of Sorrento and/or had strong associations with shaping the fabric and character of the area, including: George Selth Coppin, C. Morgan, Ralph Marsden, Henry Watts and John Boswell Clark. (Criterion H)

History:

Sorrento:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung / Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys. In June 1839 John Fawkner was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the Channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to boats. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from the local limestone. Nepean limestone is a vernacular tradition on the Peninsula with two distinct styles of limestone construction with early buildings being built entirely of limestone and later ones built with red brick quoining. Limestone is the dominant fabric of the northern end of Ocean Beach Road.

By the 1860s Point Nepean was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin(1819-1906) was planning to develop the town as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had his own steamship company and then built the Continental Hotel in 1875 to accommodate them. Another influential developer of Sorrento was Charles Gavan Duffy MLA (1816-1903), who developed his 600 acres for gentleman's cliff-top villas which still line the edge of the Bay. It also laid out the alignment of Point Nepean and Hotham Roads and reserved Sorrento Park overlooking the jetty and Bay. [Butler & Context, 2012:22]

By the 1890s the township and the commercial precinct had developed further with new civic facilities such as a post office and a mechanics institute. Shops had developed on the west side of Ocean Beach Road, including Stringers Stores, the Athenaeum Theatre, the Oriental Coffee Palace and a small building (now occupied by Sportsgirl) at 54 Ocean Beach Road constructed in 1894. It was at the turn of the century that the great majority of commercial and residential buildings were constructed on both sides of Ocean Beach Road and many of these still exist. Between 1900 and 1910 a large number of buildings were constructed along Ocean Beach Road, to accommodate tourists. Many permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

Thematic History:

Jetties and piers were of key importance to the development of the Peninsula where overland transport was impossible. Supplies were needed for new industries, lime, timber-getting, grazing, fishing, and the associated settlements. Jetties started as crude timber structures built of rough sawn or split desking set on pole framed trestles and remained so for their lifetime with many renewals and some extensions. Most of the structures were referred to as jetties by the Public Works Department when they were built but some have since attracted the more grandiose title of piers. The Sorrento jetty for example was built in 1870-1, by Turnbull and Carter (1870) for 1333 pounds and J. Stewart (1871) for 434 pounds for completion, allowing the steamers to berth. (Before this a small jetty was used to land bagged lime onto limecraft in front of the limestone cottage next to the former Mornington Hotel) A familiar sight was that of thousands of holiday-makers leaving vessels such as the Ozone, Hygeia and the Weeroona and trooping down the jetty to the beach. The Sorrento tramway, built by Coppin's Sorrento Tramway Company, connected the pier with the Back Beach via Ocean Beach Road. [Butler & Context 2012:68 and 69]

Ferries played an important role in the development of tourism in the nineteenth century. As early as 1868, George Coppin, actor, philanthropist and land developer, was trying to develop Sorrento as a seaside resort town. In early 1870, in order to promote his upcoming landsales he charted a paddle steamer and invited politicians, investors and publicans aboard to accompany him down the bay. Unfortunately, the chartered paddle steamer ran aground at Point King not far from its destination and passengers had to be taken off in rowing boats, but the steamer service was gradually improved. Coppin promoted Sorrento as a resort town by investing 14,000 pounds in an excursion steamer to provide a regular service from Melbourne.

George Coppin was managing director of the Sorrento Tramway Company Limited, which built a horse and steam powered tramway in 1889 as a vital ancillary to water transport. The tramway linked the steamer service with the nearby picturesque ocean beach, specifically The Ocean Amphitheatre. Coppin also built the Continental Hotel and, in an effort to attract visitors to these key sites, he devised the steam tram to connect the jetty to the Back Beach via Ocean beach Road. This was immensely successful. The tram operated until 1920 when two steam engines and six carriages were operational. [Butler & Context, 2012:71]

Apart from facilities provided by the boarding houses and resort hotels, some recreational structures were built on public land in the Victorian and Edwardian eras. Among the early examples were the sea baths that allowed for enclosed bathing prior to the popularity of open-sea bathing at Portsea, Mornington and Sorrento. The Sorrento kiosk and tearooms, on the foreshore, was once connected to Coppin's popular sea baths. Another foreshore structure, the Sorrento bandstand, was built in 1902 from designs by the builder WJ Croad. [Butler & Context, 20121:162]

The Thematic History has a detailed section on the history of sea bathing on the Peninsula which provides context to the history of the development of the Sorrento foreshore. Among the mainstream early Peninsula beach resorts, Portsea, Sorrento and Mornington were popular seaside holiday locations from the 1870s, all with public sea baths.

Andrea Inglis write in *Beside the Seaside* of the gradual change from exclusive use by the wealthy, as occupiers of marine villas or as hotel guests, to a popular gathering place where swimming was at first contained in public sea baths, built from the 1860s. Later in the 20th century, bathing became more informal, along with dress, meaning that mixed sex-bathing on public beaches was emerging. Bathing boxes or changing cubicles were more in demand along the public beaches. Gradually the communal sea baths fell into disrepair and were dismantled to free the beach for public mixed sex bathing. Rare examples of the type remain at Middle Brighton. [Butler & Context, 2012:158]

One popular beach amenity featured in publicity for the Shire over many decades was the sea baths. Public sea baths were developed at Portsea (1870), Sorrento (1876) and Shire Hall Beach, Mornington (from late 1870s). The Sorrento baths are marked on the Nepean parish plan as built on a jetty as an extension of Coppin St (still a small jetty there today): early images show a small structure at the end of a timber jetty. Another public baths site in Mornington was located at Mothers Beach at the end of Main Street. [Butler & Context, 2012:159]

History of the Place:

During the 1870s and 1890s and into the first decade of the 20th century, a cluster of commercial buildings was constructed along the Esplanade to service holiday-makers and residents. Many of these early commercial buildings remain and form an important part of Sorrento's heritage. As well as the buildings, the formal landscaping of the foreshore was begun, sea baths were built and the Sorrento Jetty was rebuilt to accommodate passenger steamers.

The buildings and features dating from before 1900, in the Late Victorian period includes:

- Sorrento Pier, (1870)
- Former Mornington Hotel, 1 Esplanade (1876)
- Sorrento Steam Tramway (1889)
- The Anchorage, 3273 Point Nepean Road (1873)
- North Esk, 3251 Point Nepean Road (1880)
- Sorrento Foreshore, 3154 Point Nepean Road (1870-2015)
- Site of former tearooms and original alignment of sea baths jetty , 3278 Point Nepean Road (1875, 1921, 1990, 2016)
- Mosspennock, 3247 Point Nepean Road (1877)

In the Federation period, there was another surge of activity. Some significant residential buildings date from this period including:

- Dalwhinnie, 17 Esplanade (1913)
- House, 3285-3287 Point Nepean Road (1903)
- House, 3289 Point Nepean Road (1903)
- Bide-a-wee, 6 Coppin Road (c.1900)
- Bandstand, 3154 Point Nepean Road (1902)
- House, 4 Skelton Place (c.1900-1920)

In the Inter-War period much of the foreshore remained the same, although there were numerous changes to the arrangement of the streetscape with the rise of the motor car tourist and the removal of the steam tram in 1921. Parking was created along Esplanade and Point Nepean Road, three buildings in this period are significant:

- Morgan's shop, 1 Esplanade (1927)
- House, 10 Coppin Road (c. 1930s)
- Chattanooga, 3245 Point Nepean Road (c.1922)

New buildings have been constructed at the bottom of Point Nepean Road behind the former Mornington Hotel and new furniture, toilets, and paved areas have been constructed in the foreshore, and the site of former tearooms and original alignment of sea baths jetty have been rebuilt and altered a number of times.

This foreshore area of the Sorrento Historic Precinct is closely associated with George Selth Coppin, his development of the passenger steamer service to Sorrento, the steam tramway and his own property. At 3273 Point Nepean Road, sited on a rise overlooking the pier and foreshore was Coppin's own house, The Anchorage

(1873) which is listed on the Victorian Heritage Register, and is built of local limestone. Next door is North Esk (1880) the limestone mansion of the former Premier Sir James Service. On the other side of it is the limestone house Mosspennock (1877) which was built by Mr Tayton and A Noah and extended by the Thompson family in 1897, now with an additional storey added.[Personal Comm.Taranto family] Next door is the altered Inter-War house called Chattanooga (1922). Further along past Coppin Road is another group of small limestone houses overlooking the foreshore and a small timber cottage behind at 4 Skelton Place, (c.1900-1920) 3287 Point Nepean Road (1903) is one of about six properties that Ralph Marsden built in Sorrento to let to tourists. Next door at 3289 Point Nepean Road (1903) is another limestone house built for the local Morgan family, who built and ran a shop at 7 The Esplanade (1927) which replaced an earlier building. Just up from Morgans, beside the alignment of the steam tramway is Dalwhinnie, 17 The Esplanade (1913) built as the home of the tramway manager, by the Sorrento Tramway Company.

The former Mornington Hotel built by John Boswell Clark in 1876, remained in the Clark family until 1952, and was built on the site of an 1850s limeburners cottage, opposite the jetty that was inhabited by the Watts family for a time, before they moved into Dalwhinnie. On Coppin Road are two timber houses from the Federation and Inter-war period which are more humble holiday houses without bay views, typical to holiday homes in Sorrento.

Coppin built the Sorrento Sea Baths in 1875. They were operated by Erland Erlandsen, a Danish sailor who arrived in Sorrento in 1890. The Erlandsens lived at a house they built at 15 Esplanade (now demolished). He operated the baths until 1937 when his son, nicknamed Tally, took over. Tally founded the Sorrento sailing club and was a couta fisherman. The original baths were demolished in 1986. [Hone, Jane, *Mornington Peninsula Magazine*, January 3, 2016. http://www.morningtonpeninsulamagazine.com.au/people-places/2016/1/3/the-original-sorrento-sea-baths] The former Sea Baths jetty is listed on the Victorian Heritage Inventory as H7821-0141, presumably because the site retains the remains of posts or footings. In 1990 the jetty was rebuilt, and the foreshore kiosk and tearooms were completely destroyed in a fire and rebuilt in 2016 as a restaurant, on the same site.

The foreshore area is an open grassed reserve between Point Nepean Road and the high-water mark. According to an early photograph by JW Lindt, the seawall had been constructed before 1903. A bandstand was built here in 1903 by WJ Croad, who was a foundation member of the Sorrento Recreational Reserve and Foreshore Park. Later on in the 1920s, trees were planted in a formal arrangement along the roadway. In 1921 a War Memorial in granite was dedicated to the men who served in World War I (1914-1918) and World War II (1939-1945).



Photo of the Sorrento foreshore taken from the tramway above the Esplanade showing the foreshore area, post 1902. The photo shows the tearooms, The Anchorage, North Esk, 3287 and 3289 Point Nepean Road, Mornington Hotel and Morgans hardware shop. Undated and unsourced photo from; Hone, Jane, *Mornington Peninsula Magazine*, January 3, 2016. http://www.morningtonpeninsulamagazine.com.au/people-places/2016/1/3/the-original-sorrento-sea-baths



Charles Daniel Pratt 1892-1968, photographer [ca 1925-1940]. Source State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 5: Establishing Communications
Theme 5.2: Moving People and Goods by Sea
Theme 11: Becoming Melbourne's Playground
Theme 11.1.2: Establishing beach and foreshore amenities

Sources:

Personal Communication Taranto family, 1 April 2019
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Comparative precincts:

HO317 Station Street Precinct, Somerville
This precinct has representative housing dating to circa 1890-1945. This collection of Federation and Inter-War houses in both timber and masonry is a precinct of comparatively well preserved suburban houses in Somerville. It has some comparisons to Sorrento but was mainly owned by locals rather than developed for tourists.

HO333 Cook Street Flinders Precinct
This town centre precinct is comparable to Sorrento Historic Precinct Foreshore Area. The precinct contains a mix of church, Post Office, public hall, shopfronts and houses with infill buildings from the twentieth century. It is

significant for the important evidence it provides of a pattern of development from the 1860s. Similar to Sorrento it retains evidence of early allotment patterns and demonstrates continuity from the time of first subdivision, and early development of tourism and local services.

HO289 Tyabb Residential, Commercial & Civic Precinct, Tyabb
Land, trees and buildings including memorials, trees, private homes, railway station and weatherboard commercial buildings in Tyabb. Is comparative in terms of the different types of buildings and landscape elements and buildings from different periods in the centre of Tyabb, dating from first settlement to Inter-War.

HO228 and HO55, Mornington Pier and Mornington Public Park, Mornington foreshore
Site of early infrastructure, rebuilt numerous times and foreshore landscaping of a similar date to Sorrento.

Recommendations:

Extent of curtilage:
The whole of the precinct

Significant elements or design features:
Limestone Late Victorian, Federation and Inter-war buildings, landscaping and trees on foreshore, bandstand and memorials, site of former tearooms and original alignment of sea baths jetty, former steam tram reserve above the Esplanade, the Sorrento Pier, (excluding Searoad Ferry Terminal).

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

Other recommendations:

Recommended for inclusion in the Heritage Overlay as a new precinct with its own HO, to the extent of the whole precinct as defined by the accompanying mapping.

HERITAGE CITATION HO1C

Heritage Overlay number: **xxxxx**

HERMES No.	XXXXXX
Place Name:	Sorrento Historic Precinct: Cliff-top Area
Address:	Sorrento
Place Type:	Precinct
Level of Significance:	LOCAL
Recommendation:	Existing HO1 to be amended to reflect new mapping and citation.

Map:

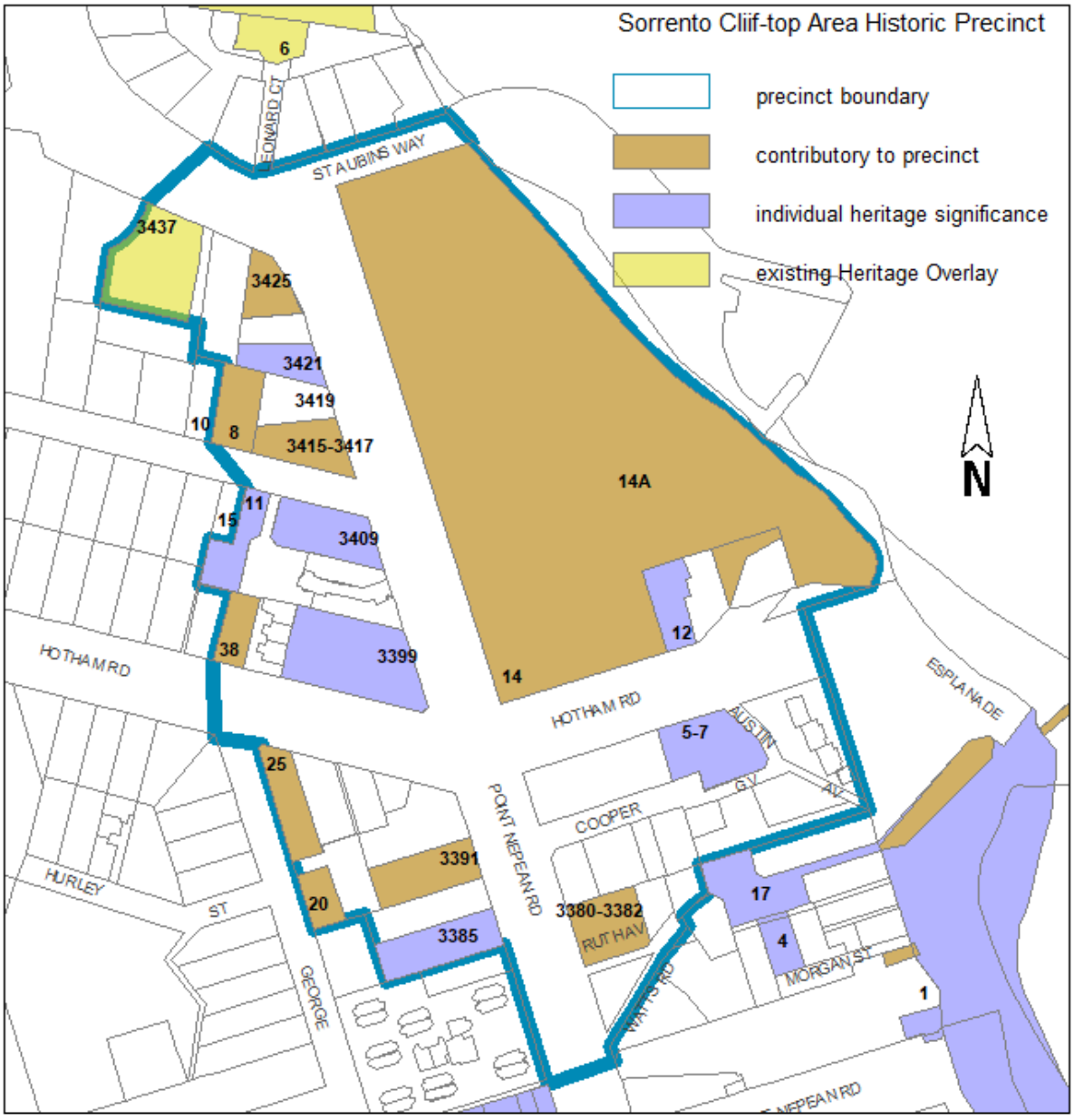


Table: Individually significant and contributory properties -

5-7 Hotham Road, Sorrento	Individual HO XXXX
12 Hotham Road, Sorrento	Individual HO XXXX
14 Hotham Road, Sorrento	Contributory
25 Hotham Road, Sorrento	Contributory
38 Hotham Road, Sorrento	Contributory
8 Boroondara Road, Sorrento	Contributory
11 Boroondara Road, Sorrento	Individual HO XXXX
3380 - 3382 Point Nepean Road, Sorrento	Contributory
3385 Point Nepean Road, Sorrento	Individual HO XXXX
3391 Point Nepean Road, Sorrento	Contributory
3399 Point Nepean Road, Sorrento	Individual HO XXXX
3409 Point Nepean Road, Sorrento	Individual HO XXXX
3415 - 3417 Point Nepean Road, Sorrento	Contributory
3421 Point Nepean Road, Sorrento	Individual HO XXXX
3425 Point Nepean Road, Sorrento	Contributory
3437 Point Nepean Road, Sorrento	HO 180
20 George Street, Sorrento	Contributory

Description:

The Cliff-top Area of the Sorrento Historic Precinct extends from the headland above Sorrento Pier to the end of Sorrento Park where the car park and entrance to the public boat ramp is located. On the other side of Point Nepean Road is located an area known locally as the S-bend. This area was laid out by CG Duffy in the Bella Vista Estate and was the first location of the township of Sorrento before Ocean Beach Road became the centre of retail activities. The only surviving commercial building from this period is the former butcher's shop at 3421 Point Nepean Road. On either side of the former butcher's shop are late Victorian residential buildings associated with well-known local families.

On the corner of Point Nepean Road and Hotham Road there are a number of significant limestone buildings, including the former Sorrento Police Station and the former Anglican Vicarage. On the other side of Hotham Road are more humble buildings from the Inter-War period, behind the commercial area of Ocean Beach Road. Near Stringers store is the Inter-War Sorrento Masonic Centre and across the road the two-storey arts and crafts Acton Hill which is similar to Sorrento House, opposite Sorrento Park.

Hotham Road to the south of Point Nepean Road and the area of the S-bend is heavily treed, with very large deciduous trees on the roadway and along Sorrento Park. Sorrento Park has large significant trees and also preserves views to the Bay in a traditional C19th public landscape. This gives the streets in this part of the precinct a very enclosed feeling which is contrasted to the north end of Hotham Road which is very exposed and wide with uninterrupted views of the Bay.

The area is covered by HO1, Sorrento Historic Precinct and subject to Clause 22.17 Sorrento Historic Precinct Policy.

Statement of Significance:

What is significant?
The Sorrento Historic Precinct Cliff-top Area, part of the existing HO1, Sorrento Historic Precinct, includes properties which were laid out in the original Bella Vista subdivision by CG Duffy & W. Cockburn in 1873. It preserves buildings, streetscape alignments and landscapes from the Late Victorian through to the Inter-War period and demonstrates the earliest period of Sorrento's development as a township.

The buildings, streetscape and street trees, views and landscapes contribute to the significance of the precinct.

How is it significant?
The Sorrento Historic Precinct Cliff-top Area, is of local historical, social, aesthetic and architectural significance to the Mornington Peninsula Shire.

Why is it significant?
The Sorrento Historic Precinct Cliff-top Area is of historical significance for the role it played in the early development of Sorrento. The precinct preserves the original alignment of Point Nepean Road, which was laid out to maintain larger cliff-top villa allotments by CG Duffy & W. Cockburn. Sorrento Park (1870), the former Police Station (1892), the site of the first Post Office and Sorrento Hotel (1872) and the former butcher's shop (c.1876), illustrate this earliest period of development in Sorrento. (Criteria A)

The Sorrento Historic Precinct Cliff-top Area is of historical significance for the role it played in the early development of the township of Sorrento. The intactness of the precinct and its ability to demonstrate the key themes through its early buildings, streetscape alignment, and landscape is rare on the Mornington Peninsula and demonstrates a continuity of development from the 1870s until today that is highly valued by the community. (Criteria A, B & G)

The Sorrento Historic Precinct Cliff-top Area demonstrates the principal characteristics of the Late Victorian, Federation and Inter-War periods of development, with Sorrento Hotel the landmark building located on the top of the headland with Sorrento Park opposite following the natural topography down to the boat ramp on the Bay. It retains buildings, street trees and landscaping which demonstrate typical Late Victorian, Federation and Inter-War features. (Criterion D)

The Sorrento Historic Precinct Cliff-top Area is of aesthetic significance for its collection of intact limestone buildings dating from the 1870s to 1916. These buildings are constructed from locally sourced limestone and form a vernacular building tradition on the Peninsula which is unique and highly significant. There are also significant Federation buildings in the Arts and Crafts style, as well as small domestic scale timber buildings. Sorrento Park preserves a Victorian style public garden, views of the Bay, trees and garden features which are significant. (Criteria B & E)

The Sorrento Historic Precinct Cliff-top Area is of aesthetic significance for the combination of natural topography, historic buildings, streetscapes and views of the Bay. The Victorian seaside character is enhanced by the landscape setting, the landmark arrangement of the Sorrento Hotel, the former Police Station within Sorrento Park, the treed avenue of Hotham Road and large deciduous trees along Point Nepean Road and views of the Bay from Hotham Road and Sorrento Park, contributes to this significance. (Criterion E)

The Sorrento Historic Precinct Cliff-top Area is of significance as a focus for social and tourist activity since the 1870s. The Cliff-top area preserves the landmark Sorrento Hotel (1872) possibly the earliest limestone building in Sorrento and the first tourist hotel on the Mornington Peninsula. The Cliff-top has social significance as it preserves the earliest designed public park on the Mornington Peninsula which has been a site of public activity, celebration and recreation since the 1870s (Criterion G)

The Sorrento Historic Precinct Cliff-top Area is of significance for its association with a number of people who played an important role in the development of Sorrento and/or had strong associations with shaping the fabric and character of the area, including: Walter Stringer, Josiah Hiskens, CG Duffy & W.Cockburn, George Morce, John Farnsworth and GB Wilson. (Criterion H)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung / Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys. In June 1839 John Fawkner was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the Channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to boats. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from the local limestone. Nepean limestone is a vernacular tradition on the Peninsula with two distinct styles of limestone construction with early buildings being built entirely of limestone and later ones built with red brick quoining. Limestone is the dominant fabric of the northern end of Ocean Beach Road.

By the 1860s Point Nepean was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin(1819-1906) was planning to develop the town as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had his own steamship company and then built the Continental Hotel in 1875 to accommodate them. Another influential developer of Sorrento was Charles Gavan Duffy MLA (1816-1903), who developed his 600 acres for gentleman's cliff-top villas which still line the edge of the Bay. It also laid out the alignment of Point Nepean and Hotham Roads and reserved Sorrento Park overlooking the jetty and Bay. [Butler & Context, 2012:22]

By the 1890s the township and the commercial precinct had developed further with new civic facilities such as a post office and a mechanics institute. Shops had developed on the west side of Ocean Beach Road, including Stringers Stores, the Athenaeum Theatre, the Oriental Coffee Palace and a small building at 54 Ocean Beach Road constructed in 1894. It was at the turn of the century that the great majority of commercial and residential buildings were constructed on both sides of Ocean Beach Road and many of these still exist. Between 1900 and 1910 a large number of buildings were constructed along Ocean Beach Road, to accommodate tourists. Many permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

Thematic History:

The Shire of Flinders Heritage Study 1992 defined a significant area of marine villas as making up the Sorrento Cliff Top Residential Area, sited on the raised land formation between the Sorrento pier and Point King on the northern side of Point Nepean Road. At the eastern end of this area, the Sorrento Hotel presents a prominent landmark. Charles Gavan Duffy, who later was a significant influence on the changing shape of Sorrento, first bought land in 1863 near Point King and maintained a cottage and kiln on the site where Boyd had previously operated a kiln. Ten years later, Duffy purchased 600 acres of land extending from Point King to The Sisters. Duffy, and neighbouring landowner W. Cockburn, subdivided their combined holdings to create the Bella Vista Estate. [Butler & Context, 2012:30]

Like Rye and Portsea, Sorrento's early history was associated with fishing and lime burning. From the 1840s, there was lime burning in an area known as the S-bend where Ted Sullivan's loading road from his jetty was located. This was the outlet for the lime Sullivan burned in his kiln close by the Hotham Road. Although Sorrento and Portsea were the first major lime burning centres, from the 1850s they were surpassed by Rye and Rosebud. With the exception of the kilns, most of the buildings associated with the lime burning and fishing beginnings of the town were of a fragile construction and there are now few remains from this era. The kilns became a ready source for building stone and the many fishermen's huts, mostly located on public land along the foreshore, being progressively removed, the last being demolished in the 1960s. [Butler & Context, 2012:90]

Sorrento's development as a resort town in the 1880s and early 1900s further transformed the seaside landscape with a diverse mix of building development which compares with Portsea. In both these townships, the comparative wealth of property owners altered the profile of the land due to the plantings of exotic species in significant clusters. Many private gardens contain established conifers and oaks and other deciduous species. The plantings at Sorrento park are a good example of this nineteenth century attempt to gentrify the landscape according to popular Victoria-era tastes, dotted with established plantings of oaks, elms and mainly pines, including trees grown from seed collected at Lone Pine, Gallipoli.

Sorrento Park was set aside in the Bella Vista Estate as a public reserve and was gazetted in 1870. It was sown with trees provided by Baron von Mueller, the government Botanist and Director of the Botanical Gardens. Originally Easter Monday sports were held on the Sorrento foreshore and later in the Sorrento Park where an athletics track and a cycling circuit were established in 1889. [Butler & Context, 2012:140]

History of the Place:

The first building constructed in this cliff-top area of Sorrento was the limestone and brick Sorrento Hotel (1872) built three years before the Continental Hotel and a landmark building located on a high headland overlooking the Pier and the Bay. Originally the hotel gardens ran to the edge of the cliff and views from the rooms extended to Arthurs Seat. The Sorrento Hotel is possibly the earliest limestone building on the peninsula, constructed by John Farnsworth who was later responsible for constructing a number of large limestone buildings for wealthy gentleman on the cliff-top. Its use of brick quoining with the local limestone was possibly learnt from Farnsworth's home state of South Australia where limestone and brick quoining were common in Adelaide and Gawler.

The Bella Vista Estate was laid out in 1873 and incorporated the site of a police station, post office and public park. The street alignment which had an S-bend in Point Nepean Road, allowed for larger allotments along the cliff-top on the north side of Point Nepean Road. The township formed here prior to the development of Ocean Beach Road by George Coppin. The Wilson's butcher shop (c.1876) was eventually enticed to move from the S-bend to Ocean Beach Road in 1903. The Wilson family had purchased the 1 acre block on the S-bend prior to 1877, and operated a slaughter yard, for their burgeoning butchery business. The Wilsons also built the house Yaringa right on the bend in circa 1885 and similarly to the Hiskens family next door, used the house as a rental property.

Josiah Hiskens, was the head teacher of Sorrento school for 21 years. He and his wife ran the school, were very active in the Sorrento community, and donated land to the Anglican Church. They built the limestone Illabarook (1878) and Maroondah (1901) The Hiskens do not appear to have ever lived in these houses as they also had land on the cliff-top close to Point King. The houses were lived in by other school teachers and rented to holiday makers.

On the corner of Hotham Road and Point Nepean Road is the significant limestone Inter-war former Anglican Vicarage (1916). On this site was an old Sunday School hall, now demolished, which was used as the Sorrento school for some years. Further down Hotham Road is number 38, a limestone Late Victorian cottage that was built in 1887 by the Stringer family and owned by them for 34 years. Between 1923 and 1970 the property was owned by William Schlipalius who ran Slippys Ice Cream, well-known locally for his mobile ice cream van.

Opposite Sorrento Park at 3409 Point Nepean Road is Sorrento House (c.1915) an Arts and Crafts two storey house that was built by Solomon and Rebecca Green as their grand holiday house. It included a limestone servant's quarters in Boroondara Road. In 1944 it was bought by a group of ex-servicemen and had additional wings added when it was converted to a rest house for returned servicemen. At 3380 Point Nepean Road, Acton Hill (1910) is another Arts and Crafts two storey house which might have inspired Sorrento House. It was built for local doctor, WB Broughton and was later owned by local Councillors. Opposite Action Hill is the Sorrento Masonic Centre built in 1929 with a restrained classical design on a rise in the road and is still in use by the community today.

The former Sorrento Police Station was built in 1892 and is an unusual Public Works Department design in brick, limestone and tile that is an ornate domestic free-style design. The site on the top of the headland continues to be used as a police station.

Up until c.1900 the concentration of buildings appears to have been isolated to the headland above the Sorrento jetty and the S-bend on Point Nepean Road. The buildings dating from before 1900, in the Late Victorian period includes:

- Sorrento Hotel, 5-7 Hotham Road (1872)
- former Sorrento Police Station, 12 Hotham Road (1892)
- Sorrento Park, 14 Hotham Road (1870)
- House, 38 Hotham Road (1887)
- Illabarook, 3415-3417 Point Nepean Road (1878)
- former Butcher's shop, 3421 Point Nepean Road (1876)
- Yaringa, 3425 Point Nepean Road (1885)

In the Federation period, there was another surge of activity. A high percentage of significant residential buildings date from this period including:

- Sorrento House and servant's quarters, 3409 Point Nepean Road and 11 Boroondara Road (c.1890 - 1915)
- Acton Hill, 3380 Point Nepean Road (1910)
- House, 20 George Street (c.1900)
- Maroondah, 8 Boroondara Road (1901)
- House, 3391 Point Nepean Road (c.1890-1910)

In the Inter-War period much of the township remained the same, with new residential and community buildings. Some of these are significant, including:

- House, 25 Hotham Road (c.1920s)

- Sorrento Masonic Centre, 3385 Point Nepean Road (1929)
- Sundorne, 3437 Point Nepean Road (c.1923)
- former Anglican vicarage, 3399 Point Nepean Road (1916)



Plan of villa sites at Bella Vista Sorrento, Parish of Nepean. Note the areas circled, which shows the site of the police station, first post office and Sorrento Hotel, as well as the location of the butcher's shop at the S-bend. Source, State Library of Victoria



Photo of the Sorrento Hotel, Fred Kruger Photographer, between 1880 and 1882, Source, State Library of Victoria

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 2:	Peopling the Mornington Peninsula
Theme 2.6.2	Cliff-top villas
Theme 7:	Building settlements and townships
Theme 7.1:	Selecting township sites and planning settlements
Theme 7.8:	Designing and building mansions, houses and holiday shacks
Theme 10:	Developing the Peninsula's Cultural Life
Theme 10.2	Developing public parks and gardens

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Comparative precincts:

The Ranelagh Estate, Mount Eliza listed on the Victorian Heritage Register, is a large planned, residential garden suburb estate from the 1920s, designed by Walter Burley Griffin and Saxil Tuxen. It has exceptional houses and landscape elements from the 1920s-1970s. The mixed nature of housing there is similar to Sorrento but Sorrento is more eclectic and was not a planned estate with a single urban design intent.

HO317 Station Street Precinct, Somerville
This precinct has representative housing dating to circa 1890-1945. This collection of Federation and Inter-War houses in both timber and masonry is a precinct of comparatively well preserved suburban houses in Somerville. It has some comparisons to parts of Sorrento but was mainly owned and developed by locals. It lacks the grand mansions, villas and substantial limestone public buildings of Sorrento, which are distinctive.

HO333 Cook Street Flinders Precinct
This town centre precinct is most comparable to Sorrento Historic Precinct Commercial Area. The precinct contains a mix of church, Post Office, public hall, shopfronts and houses with infill buildings from the twentieth century. It is significant for the important evidence it provides of a pattern of development from the 1860s. Similar to Sorrento, it retains evidence of early allotment patterns and demonstrates continuity from the time of first subdivision, and early development of tourism and local services.

Recommendations:

Extent of curtilage:
The whole of the precinct

Significant elements or design features:
Late Victorian, Federation and Inter-War buildings, Sorrento Park, alignment of Point Nepean Road and Hotham Road and street trees along Hotham and Point Nepean Road.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	Yes, Sorrento Park and Hotham Road
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

Other recommendations:

Recommended for inclusion in the Heritage Overlay as a new precinct with its own HO, to the extent of the whole precinct as defined by the accompanying mapping.

HERITAGE CITATION HO1D

Heritage Overlay number: xxxx

HERMES No.	XXXXXX
Place Name:	Sorrento Historic Precinct: Residential Are
Address:	Sorrento
Place Type:	Precinct
Level of Significance:	LOCAL
Recommendation:	Existing HO1 to be amended to reflect new mapping and citation.

Map:

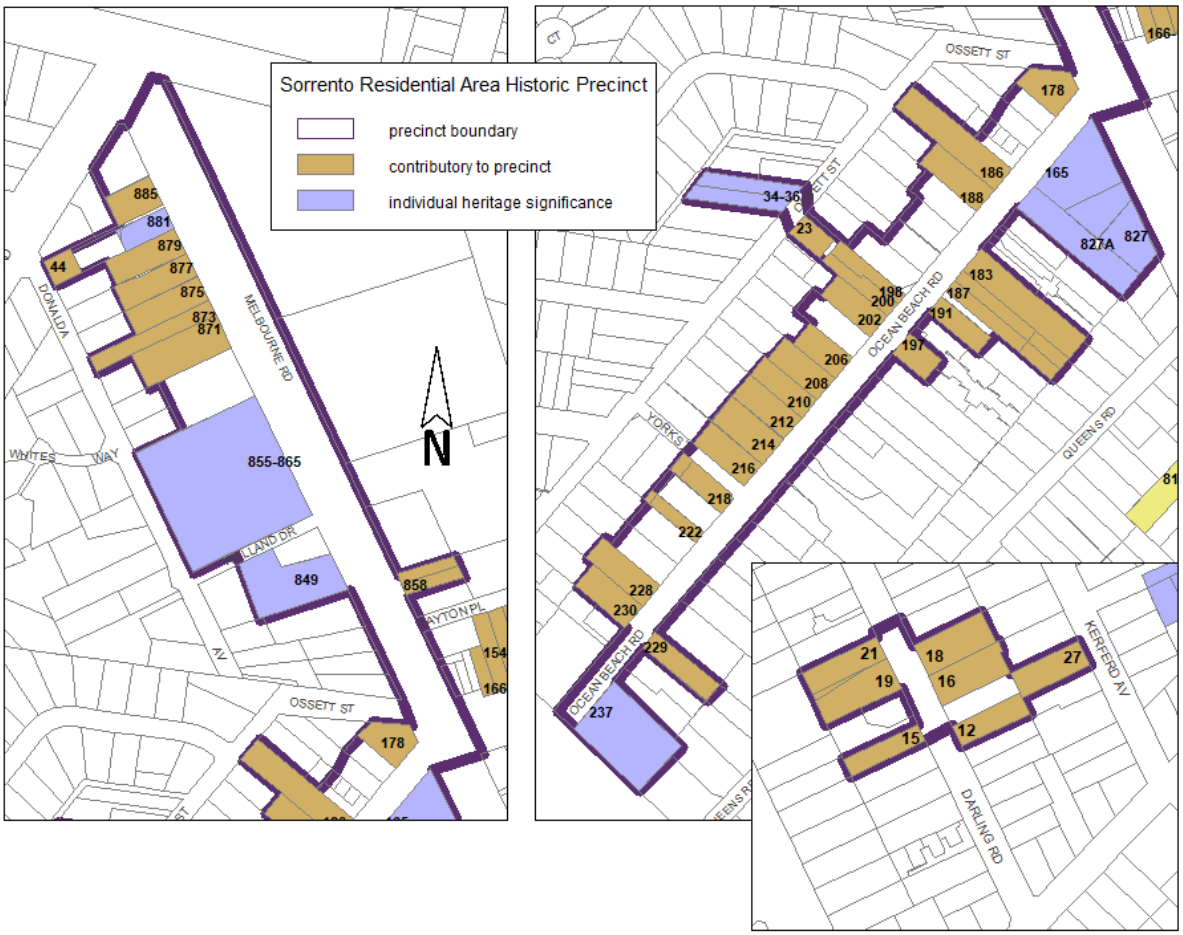


Table: Individually significant and contributory properties -

165 Ocean Beach Road, Sorrento	Individual HO XXX
178 Ocean Beach Road, Sorrento	Contributory
183 Ocean Beach Road, Sorrento	Contributory
186 Ocean Beach Road, Sorrento	Contributory
187 Ocean Beach Road, Sorrento	Contributory
188 Ocean Beach Road, Sorrento	Contributory

191 Ocean Beach Road, Sorrento	Contributory
197 Ocean Beach Road, Sorrento	Contributory
198 Ocean Beach Road, Sorrento	Contributory
200 Ocean Beach Road, Sorrento	Contributory
202 Ocean Beach Road, Sorrento	Contributory
206 Ocean Beach Road, Sorrento	Contributory
208 Ocean Beach Road, Sorrento	Contributory
210 Ocean Beach Road, Sorrento	Contributory
212 Ocean Beach Road, Sorrento	Contributory
214 Ocean Beach Road, Sorrento	Contributory
216 Ocean Beach Road, Sorrento	Contributory
218 Ocean Beach Road, Sorrento	Contributory
222 Ocean Beach Road, Sorrento	Contributory
228 Ocean Beach Road, Sorrento	Contributory
229 Ocean Beach Road, Sorrento	Contributory
230 Ocean Beach Road, Sorrento	Contributory
237 Ocean Beach Road, Sorrento	Individual HO XXX
23 Ossett Street, Sorrento	Contributory
34-36 Ossett Street, Sorrento	Individual HO XXX
827 Melbourne Road, Sorrento	Individual HO XXX
849 Melbourne Road, Sorrento	Individual HO XXX
855-865 Melbourne Road, Sorrento	Individual HO XXX
858 Melbourne Road, Sorrento	Contributory
871 Melbourne Road, Sorrento	Contributory
873 Melbourne Road, Sorrento	Contributory
875 Melbourne Road, Sorrento	Contributory
877 Melbourne Road, Sorrento	Contributory
879 Melbourne Road, Sorrento	Contributory
881 Melbourne Road, Sorrento	Individual HO XXX
885 Melbourne Road, Sorrento	Contributory
44 Donalda Avenue, Sorrento	Contributory
12 Darling Road, Sorrento	Contributory
15 Darling Road, Sorrento	Contributory
16 Darling Road, Sorrento	Contributory
18 Darling Road, Sorrento	Contributory
19 Darling Road, Sorrento	Contributory
21 Darling Road, Sorrento	Contributory
27 Kerferd Avenue, Sorrento	Contributory

Description:
The Residential Area of the Sorrento Historic Precinct is a non-contiguous precinct with three distinct areas that are to be listed and mapped as a serial precinct HO1D. This Area has been the centre of Sorrento's tourist development since the 1870s, has a concentration of historic buildings and is subject to development pressures. The area is covered by HO1, Sorrento Historic Precinct and subject to Clause 22.17 Sorrento Historic Precinct Policy.

The Residential Area of the Sorrento Historic Precinct comprises residential properties on Ocean Beach Road, Melbourne Road, Kerferd Avenue, Darling Road, Ossett Street and Donalda Avenue. On Ocean Beach Road

properties extend from the Melbourne Road intersection to the open space and sand dunes at Sorrento Back Beach on both sides of the road. Two properties on Ossett Street are included in this section of the precinct.

From the intersection of Melbourne Road and Ossett Street extending northwards along Melbourne Road to Normanby Road the overlay includes significant properties constructed on the high rise overlooking the recreation reserve opposite where a single house at 858 Melbourne Road is also included. On Donalda Avenue the single house at number 44 is included in this section of the precinct.

East of the commercial area of Ocean Beach Road, on Kerferd Avenue and Darling Road is a non-contiguous group of seven properties to be included in the precinct.

On Ocean Beach Road small, single storey dwellings from the Late Victorian, Federation and Inter-War period predominate. The streetscape has retained an interesting character with good quality buildings in a variety of materials and styles, with generous setbacks and gardens. The limit of residential development on Ocean Beach Road is marked by Whitehall (1904), at 237 Ocean Beach Road, a large, two storey former guest house and the largest building in the precinct. The only public building in the precinct is the former Sorrento Mechanics Institute (1877), now a museum and archives at 827 Melbourne Road, beside Watts Cottage (1870) on the corner of Ocean Beach Road and Melbourne Road.

A number of newer developments exist along the south side of Ocean Beach Road from 199 Ocean Beach Road to 225 Ocean Beach Road, these have no heritage significance. On the north side of Ocean Beach Road, there are a few new developments constructed as infill between significant buildings which have no significance.

On Melbourne Road the significant residences are confined to the higher ground on the west side of the road except for the Inter-War dwelling at 858 next to the recreation reserve. On the west side of the road, the allotments are large, deep and originally extended through to Donalda Avenue at the rear. Many of these lots have now been subdivided and these new buildings on Donalda Avenue have no significance excepting 44 Donalda Avenue. On Melbourne Road the purpose, form and character of the dwellings is different to Ocean Beach Road. Here the primary building material is limestone and the houses have a Victorian grandeur and solidity which reflects the aspirations of the builders.

To the south of the commercial area of Ocean Beach Road is a section of the precinct over seven properties on Darling Road and includes 27 Kerferd Avenue. This small area contains contributory properties which have thematic associations with the rest of the residential area. These Federation and Inter-War cottages have a character very similar to those along Ocean Beach Road and were built for rental to holiday makers.

Statement of Significance:

What is significant?
The Sorrento Historic Precinct Residential Area, part of existing HO1, Sorrento Historic Precinct, includes properties in Ocean Beach Road extending from Melbourne Road to Sorrento Back Beach and along the west side of Melbourne Road from number 849 to Normanby Road, 44 Donalda Avenue and includes non-contiguous sections in Darling Road and on the east side of Melbourne Road.

The Residential Area retains the early alignment and arrangement of Ocean Beach Road, Melbourne Road, Ossett Street and Darling Road and contains significant residential buildings from the earliest period of development of the township to the present day.

The buildings and streetscapes contribute to the significance of the precinct.

How is it significant?
The Sorrento Historic Precinct Residential Area, is of local historical, social, aesthetic and architectural significance to the Mornington Peninsula Shire.

Why is it significant?
The Sorrento Historic Precinct Residential Area is of historical significance for the role it played in the early development of housing for holiday makers and locals as well as the establishment of Sorrento as a tourist resort. The intactness of the precinct and its ability to demonstrate these two key themes through its early buildings, streetscape and setting, is rare on the Mornington Peninsula and demonstrates a continuity of development from the 1870s until today that is highly valued by the community. (Criteria A, B & G)

The Sorrento Historic Precinct Residential Area demonstrates the principal characteristics of the Late Victorian, Federation and Inter-War periods of development, including the low scale of a seaside village, following the natural topography. It retains single storey residential buildings which demonstrate typical Victorian, Federation and Inter-War forms, siting and features, the landmark former guest house Whitehall and the former Mechanics Institute. (Criterion D)

The Sorrento Historic Precinct Residential Area is of aesthetic significance for its large collection of intact limestone timber and brick buildings dating from 1870 to 1926. Some of these buildings are constructed from locally sourced limestone and brick and form a vernacular building tradition on the Peninsula which is unique and highly significant. Others are excellent examples of their period and have design features which collectively contribute to the streetscape and character of the precinct. (Criteria B & E)

The Sorrento Historic Precinct Residential Area is of aesthetic significance for the combination of historic buildings, distant views of the vegetated sand dunes on the Back Beach, natural topography and streetscape qualities. The seaside village character of Ocean Beach Road and Darling Road is enhanced by the landscape setting and topography, low scale historic residences with gardens and views toward the vegetated dunes of the Back Beach. The entrance to Ocean Beach Road Residential Area is particularly distinctive with the limestone Mechanics Institute, Watts Cottage and Burgunyah on the prominent intersection of five streets. The collection of intact, quality buildings in the precinct from the late Victorian, Federation and Inter-War period contribute to this aesthetic value. The limestone residences of Melbourne Road create a more solid and conservative character, with deep setbacks, a service road and large allotments on a prominent rise. The streetscape qualities include the street alignments, gardens, setbacks and scale of development. (Criterion E)

The Sorrento Historic Precinct Residential Area is of social significance as a focus for recreational activity for both residents and tourists since the establishment of the township. Historically, many of the houses along Ocean Beach Road between Melbourne Road and the Back Beach were rented to holiday makers, or belonged to families who used them as holiday houses. Houses on Melbourne Road were built by prominent local families and many have been occupied by these families for generations. The Ocean Beach Road Residential Area has qualities which are highly valued by the local community. (Criterion G)

Sorrento Historic Precinct Residential Area is of significance for its associations with a number of people who played an important role in the development of Sorrento and/or had strong associations with shaping the fabric and character of the area, including: George Coppin, George Morce, William Skelton, the Tayton and Carbuhn families, John Spunner, James D. Allen, Ralph Marsden and William Joseph Croad. (Criterion H)

History:

Sorrento
The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory

around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung / Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys. In June 1839 John Fawkner was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the Channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to boats. [Hollinshed, 1982:51]

Limestone was not only an important industry on the Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from the local limestone. Nepean limestone is a vernacular tradition on the Peninsula with two distinct styles of limestone construction with early buildings being built entirely of limestone and later ones built with red brick quoining. Limestone is the dominant fabric of the northern end of Ocean Beach Road.

By the 1860s Point Nepean was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin(1819-1906) was planning to develop the town as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had his own steamship company and then built the Continental Hotel in 1875 to accommodate them. Another influential developer of Sorrento was Charles Gavan Duffy MLA(1816-1903), who developed his 600 acres for gentleman's cliff-top villas which still line the edge of the Bay. It also laid out the alignment of Point Nepean and Hotham Roads and reserved Sorrento Park overlooking the jetty and Bay. [Butler & Context, 2012:22]

By the 1890s the township and the commercial precinct had developed further with new civic facilities such as a post office and a mechanics institute. Shops had developed on the west side of Ocean Beach Road, including Stringers Stores, the Athenaeum Theatre, the Oriental Coffee Palace and a small building (now occupied by Sportsgirl) at 54 Ocean Beach Road constructed in 1894. It was at the turn of the century that the great majority of commercial and residential buildings were constructed on both sides of Ocean Beach Road and many of these still exist. Between 1900 and 1910 a large number of buildings were constructed along Ocean Beach Road, to accommodate tourists. Many permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015:21]

The 20th century development of Sorrento has been marked by an increase in private home ownership accompanied by increasing densification and subdivision. The wealth of Melbourne's middle class after WW1 and increasing car ownership resulted in more holiday makers visiting the Peninsula, and investing in their own piece of seaside paradise. In later decades, there has been an increase in permanent residents retiring to the seaside and seeking a sea change. In recent years the increasing ease of renting properties on the internet, has led to a boom in the holiday rental market and two and three lot subdivision of existing properties.

Thematic History:

Sorrento was associated with early attempts to develop the Peninsula as a resort centre. As early as 1868, George Coppin, actor, philanthropist and land developer, tried to attract businessmen and others to the area. He formed the Ocean Amphitheatre Co Ltd and purchased 95 ha at Sorrento to sub-divide into smaller allotments for shops and houses. He built the Sorrento Baths and Ocean Amphitheatre Road to the Back Beach. He formed the Sorrento and Queenscliff Steam Navigation Co. Ltd (1874) to encourage tourists to the area with lower fares and the Sorrento Continental Hotel Co Ltd (1875) to build the Continental Hotel to accommodate the holiday makers. After the Sorrento jetty was built in 1870, other coastal townships benefitted when steamers, on their way to Portsea and Sorrento could also call at Rye, Rosebud, Dromana and Mornington.
[Butler & Context, 2012:90, 91]

The Sorrento guesthouse, Whitehall at 231-237 Ocean Beach Road was built in 1904 for James D Allen who ran it with his daughter from 1904 to 1949. [Butler & Context, 2012:103]

History of the Place:

By c.1900, according to a National Library of Australia map held by the Nepean Historical Society, most of the small allotments along Ocean Amphitheatre Road and Melbourne Road had been sold to local families like the Marsden, Croad, Spunner, Carbuhn, Tayton, Walsh, Shelton, Hutchison and Wilson families as well as Melbourne investors such as Clements Langford and George Coppin.

Many local families developed holiday accommodation on Ocean Amphitheatre Road encouraged by Coppin's developments at the Back Beach and the steam tramway which trundled down the road with tourists. At the end of Ocean Amphitheatre Road where the steam tram stopped, were a number of facilities for tourists that are no longer extant. Whitehall is one of the last surviving guest houses built on the Peninsula, in 1949 it was converted to a home for the families of Royal Naval personnel and then a Migrant Workers' Hostel, before being converted back to a guest house and now a private residence. [NAA 569/201/2250]

Some families such as the Tayton, Hutchison and Marsden families constructed three or four houses in the precinct to live in one and rent the others to tourists. The history of the Carbuhn family is fairly typical and illustrative of the history of this precinct with multiple properties in one family name, much inter-marriage between families and a great deal of speculative real estate being built to service the growing tourist industry. Hans and Mary Carbuhn, emigrees from Germany, owned the boarding house known as Somerset House at 197 Ocean Beach Road. They took in their nieces, Gertrude and Doris after their father died and they opened a dressmaking business in Sorrento before Gertrude married James Tayton. Gertrude's mother Catharina built 34 Ossett Street, and the Taytons built 148, 154, and 200 Ocean Beach Road, which they lived in, as well as building holiday rentals at 23 Ossett Street and three other houses which are no longer extant, on Lot 48. [NHS file on Carbuhn and Tayton families] Other significant houses were built by families from Melbourne who holidayed at Sorrento, such as Windy Peak, Tamar, Halcyon, Louisville and Rai Rai. Of the houses listed as contributory on Ocean Beach Road, 12 were built as holiday houses.

On Melbourne Road the housing is very different. Here the more substantial limestone houses were built by prominent local families, such as the Morce, Spunner, Croad, Hughes, Skelton and Thompson families as their permanent homes and these reflect more aspirational and conservative designs. It is interesting to speculate on why many of the local builders lived here, but the attraction of the site with large allotments, deep setbacks and prominent siting is probably part of the reason they all congregated here. The lots extended through to Donalda Avenue where rear access and outbuildings were located such as 44 Donalda Avenue.

The buildings dating from before 1900, in the Late Victorian period includes:

- Watts cottage (c.1870) 165 Ocean Beach Road
- Hill Holme (1876) 855-865 Melbourne Road
- Mechanics Institute (1877) 827 Melbourne Road

- House (1883) 202 Ocean Beach Road
- Narbeth (1884-5) 879 Melbourne Road
- Mindi (1884) 212 Ocean Beach Road
- House (1885) 871 Melbourne Road
- Annandale (1887) 210 Ocean Beach Road
- Eastcliff (1889-1905) 881 Melbourne Road
- Louisville (1890) 222 Ocean Beach Road
- House (c.1890-1920) 873 Melbourne Road
- House (1890-1910) 198 Ocean Beach Road
- Pretoria (1891) 208 Ocean Beach Road
- Somerset House (1892) 197 Ocean beach Road
- Ellerslie (1896-1899) 187 Ocean Beach Road
- House (1898) 849 Melbourne Road
- Theo Cottage (1898) 875 Melbourne Road
- House (1899) 200 Ocean Beach Road

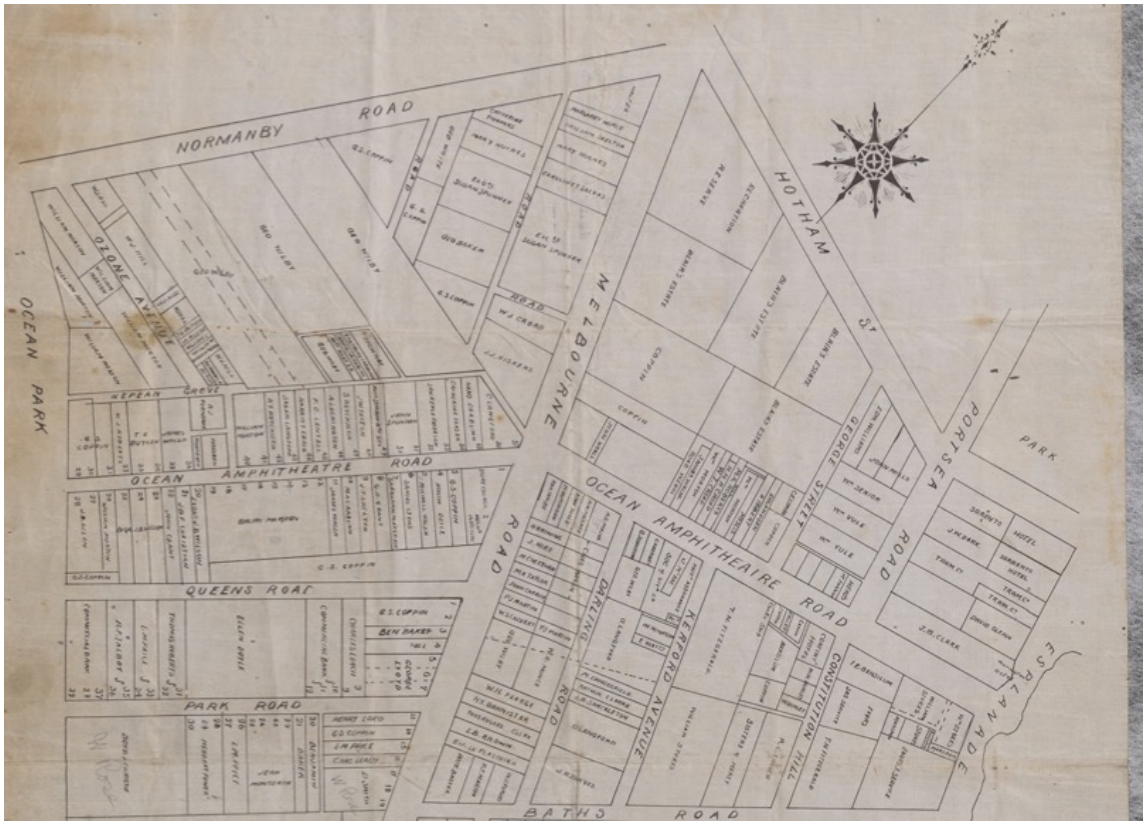
In the Federation period, there was another surge of activity. A high percentage of significant buildings date from this period including:

- Sunnyhurst (c.1890-1910) 183 Ocean Beach Road
- Prangeville (c.1890-1910) 34 Ossett Street
- House (c.1900-1920) 23 Ossett Street
- Woodstock (c.1900) 186 Ocean Beach Road
- Retrait D'Automne (1901) 218 Ocean Beach Road
- Neuilly (1902) 16 Darling Road
- Marysville (1902) 18 Darling Road
- Halcyon (1902) 229 Ocean Beach Road
- Springville (1903) 885 Melbourne Road
- Rai Rai (1903) 228 Ocean Beach Road
- Windy Peak (1903) 230 Ocean Beach Road
- Whitehall (1904) 237 Ocean Beach Road
- Kiaora (1905) 44 Donalda Avenue
- Pembroke (1908) 877 Melbourne Road
- Waverley (c.1910) 191 Ocean Beach Road
- House (c.1910) 188 Ocean Beach Road
- House (1910-1920) 206 Ocean Beach Road
- Larnoo (1911) 19 Darling Road

In the Inter-War period much of the township remained the same, although there were numerous changes to the arrangement of the streetscape with the rise of the motor car tourist and the removal of the steam tram in 1921. Some of these buildings are significant, including:

- Tamar (1920) 214 Ocean Beach Road
- House (c.1920) 194 Ocean Beach Road
- House (c.1920) 21 Darling Road
- Carinya Cottage (1920) 858 Melbourne Road
- Burgunyah (1922) 178 Ocean Beach Road
- Warrawee (1926) 216 Ocean Beach Road

- House (1926) 12 Darling Road
- House (1926) 15 Darling Road
- Ainslie (1928) 27 Kerferd Avenue



Extract of Sorrento township locality plan c.1890s showing the names of families purchasing blocks in the precinct. Source, National Library of Australia and Nepean Historical Society

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)

Theme 7: Building settlements and towns
Theme 7.5: Lodging people
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
National Archives of Australia files on Whitehall
Nepean Historical Society files on local families
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*
HLCD Pty Ltd, 2015, *Ocean Beach Road Commercial Precinct Sorrento Heritage Policy, Cultural Significance Report.*

Comparative precincts:

The Ranelagh Estate, Mount Eliza listed on the Victorian Heritage Register, is a large planned, residential garden suburb estate from the 1920s, designed by Walter Burley Griffin and Saxil Tuxen. It has exceptional houses and landscape elements from the 1920s-1970s. The mixed nature of housing there is similar to Sorrento but Sorrento is more eclectic and was not a planned estate with a single urban design intent.

HO317 Station Street Precinct, Somerville
This precinct has representative housing dating to circa 1890-1945. This collection of Federation and Inter-War houses in both timber and masonry is a precinct of comparatively well preserved suburban houses in Somerville. It has some comparisons to Sorrento but was mainly owned and developed by locals rather than Melbourne families.

HO318 Crib Point Precinct
This precinct of houses and a single timber church is representative of the development of the town after the Flinders Naval depot was established post WW1. The housing estate was developed by a local fisherman and designed by Saxil Tuxen who also designed Ranelagh Estate. The houses were all built between 1915 and 1929 and mostly were occupied by locals.

HO92 Hansens Lane, Beach Houses Precinct, Balnarring Beach
This precinct of small, cheap beach houses developed in the Inter War period and has some comparisons to Sorrento in its informal layout and street character. It is characteristic of the first beachside weekender suburbs in the district. The small informal cottages are set among native vegetation close to the water.

HO333 Cook Street Flinders Precinct
This town centre precinct is most comparable to Sorrento Historic Precinct Commercial Area. The precinct contains a mix of church, Post Office, public hall, shopfronts and houses with infill buildings from the twentieth century. It is significant for the important evidence it provides of a pattern of development from the 1860s. Similar to Sorrento it retains evidence of early allotment patterns and demonstrates continuity from the time of first subdivision, and early development of tourism and local services.

Recommendations:

Extent of curtilage:
The whole of the precinct

Significant elements or design features:
The single storey residential character, common setbacks and street alignment.
The landmark buildings, former Mechanics Institute and Whitehall.

Extent of fabric to be retained:
All of the Late Victorian, Federation and Inter-War fabric.

Schedule:

External Paint Controls	Yes
Internal Alteration Controls	No
Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-

Aboriginal Heritage Place	No

Other recommendations:

Recommended for inclusion in the Heritage Overlay as a new precinct with its own HO, to the extent of the whole precinct as defined by the accompanying mapping.

HERITAGE CITATION BACK BEACH ROAD PRECINCT

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXXX
Place Name:	Back Beach Road, Portsea Precinct
Address:	Back Beach Road, Blair Court, Delgany Avenue, Blair Avenue.
Place Type:	Residential precinct
Level of Significance:	LOCAL
Recommendation:	To be included in HO schedule

Map:

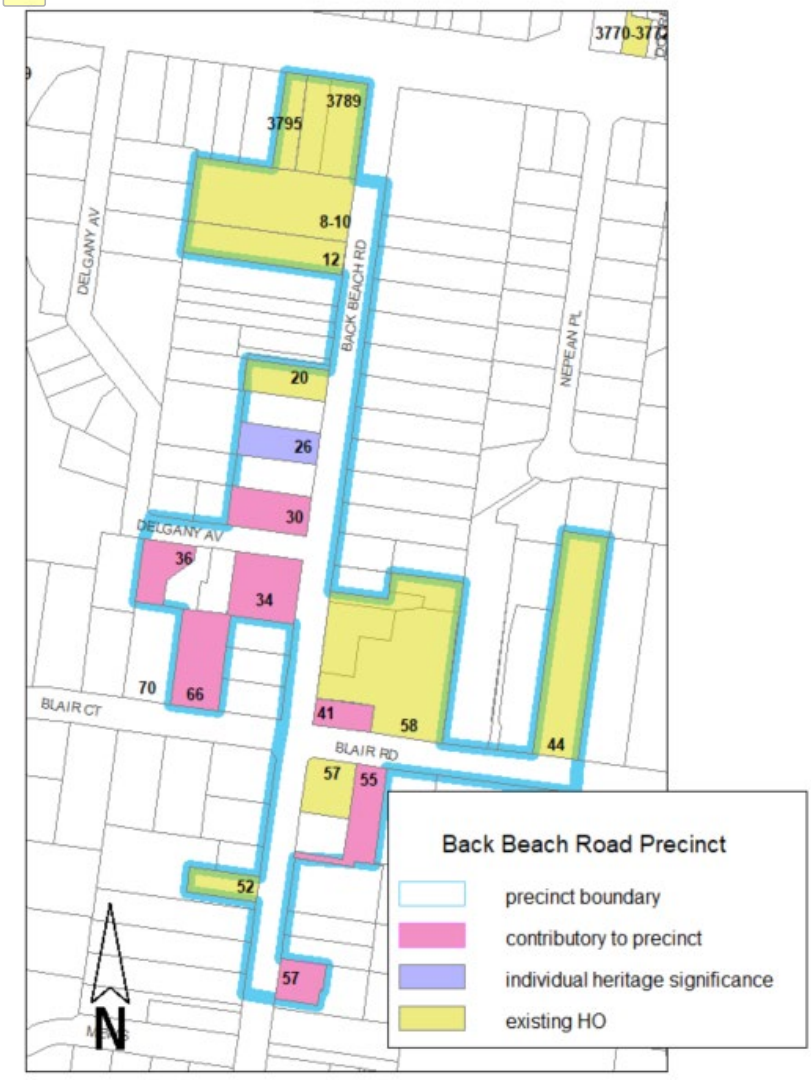


Table: Individually significant and contributory properties-

8-10 Back Beach Road, Portsea	Individual HO7

12 Back Beach Road, Portsea	Individual HO8
20 Back Beach Road, Portsea	Individual HO9
26 Back Beach Road , Portsea	Individual HOXXX
30 Back Beach Road , Portsea	Contributory
34 Back Beach Road , Portsea	Contributory
41 Back Beach Road, Portsea	Contributory
52 Back Beach Road, Portsea	Individual HO11
57 Back Beach Road, Portsea	Contributory
44 Blair Road, Portsea	Individual HO24
55 Blair Road, Portsea	Contributory
57 Blair Road, Portsea	Individual HO25
58 Blair Road, Portsea	Individual HO10
66 Blair Court, Portsea	Contributory
36 Delgany Avenue, Portsea	Contributory
3789 Point Nepean Road, Portsea	Individual HO204
3795 Point Nepean Road, Portsea	Individual HO205

Description:

The boundary of the precinct begins at 3789 Point Nepean Road and 3795 Point Nepean Road and runs along the rear of the properties along the west side of Back Beach Road, to include 36 Delgany Avenue. The precinct includes 66 Blair Court and extends down Back Beach Road to number 52.

The precinct runs along the east side of Back Beach Road from number 57 to Blair Road where it includes number 44 and 58, number 16 Back Beach Road and then along the road to the intersection of Point Nepean Road again.

At the intersection of Back Beach Road with Point Nepean Road is a collection of significant residences, with the largest being the two storey landmark building, Marlborough House. Facing the Bay on Point Nepean Road are two smaller limestone residences. Further along Back Beach Road are two Federation buildings in limestone, with non-contributory properties between them, and two 1950s Post-War houses at number 26 and 30.

On the corner of Blair Road and Back Beach Road is another concentrated area of historic buildings ranging from small Late Victorian cottages such as number 52 Back Beach Road to large Late Victorian villas such as 58 Blair Road. In between are a number of Federation houses in timber and brick, such as 44, 55 and 56 Blair Road and 34 Back Beach Road and 66 Blair Court. On the east side of Back Beach Road is the Federation cottage at number 57, re-clad in cement sheet, and the Federation cottage at number 41 Back Beach Road.

The precinct is largely formed of a residential street, Back Beach Road which runs almost due north-south and follows the original alignment of the farm track from the Ford farm on Farnsworth Avenue to the jetty on the Bay. Back Beach Road is a narrow and undulating road from Point Nepean Road to number 52. At the Point Nepean Road end the street is open and has a mix of unformed kerbs and crossovers and formed pavements on only the west side. Closer to Blair Road, the properties are hard to see from the roadside as there is dense vegetation in front gardens and along the street verge with a number of large and old deciduous trees in gardens. Setbacks and allotments vary enormously, but the original layout and arrangement of allotments of the subdivision is still recognisable.

Statement of Significance:

What is significant?

The Back Beach Road, Portsea Precinct is significant to the Shire of Mornington Peninsula. It contains a well-preserved collection of housing which demonstrates the important phases and historical development of Portsea from the 1880s to 1950s.

The precinct retains the early alignment and arrangement of Back Beach Road and contains significant buildings from the earliest period of development of the township to the present day. The buildings and streetscape contribute to the significance of the precinct.

How is it significant?
The Back Beach Road, Portsea Precinct is of local historical, aesthetic and architectural significance to the Shire of Mornington Peninsula.

Why is it significant?
The Back Beach Road, Portsea Precinct is of aesthetic significance as a precinct with particularly fine examples of Late Victorian, Federation and Post-War housing that are representative of their period. Many of the houses exhibit a high degree of intactness. Some of these buildings are constructed from locally sourced limestone and form a vernacular building tradition on the Peninsula which is unique and highly significant. (Criteria B & E)

The Back Beach Road, Portsea Precinct is of aesthetic significance for the combination of natural topography, historic buildings, streetscape qualities, and vegetation. The undulating nature of Back Beach Road and the alignment from Ford's farm to the pier is significant. The entrance to Back Beach Road is particularly distinctive with the limestone buildings on the Point Nepean Road corner. Buildings from the 1860s to 1950s also contribute to this aesthetic value. The streetscape qualities include the vegetation to the street, the meandering pavements, partially unformed kerbs and crossovers and scale of development. (Criterion E)

The Back Beach Road, Portsea Precinct demonstrates the principal characteristics of the Late Victorian, Federation and Post-War periods of development of Portsea. These range from grand limestone villas to small limestone cottages, from the Late Victorian and Federation period, to timber Federation cottages, bungalows and significant Post-War holiday homes of the 1950s which demonstrate typical forms, siting and features. (Criterion D)

The Back Beach Road, Portsea Precinct is of historical significance as a tangible illustration of the history of first settlement, first subdivision, development and change over a 150 year period in Portsea. The intactness of the precinct and its ability to demonstrate this key theme through early buildings and later buildings, the streetscape and setting is rare on the Mornington Peninsula. The precinct demonstrates a continuity of occupation and development of Portsea from the 1860s until the 1950s that is highly valued by the community. (Criteria A, B & G)

The Back Beach Road, Portsea Precinct is of significance for its associations with a number of people and families who played an important role in the development of Portsea and/or had strong associations with shaping the fabric and character of the area, including: the Ford, Farnsworth, Foran, Knight, Harding, Stirling and Watson families. (Criterion H)

History:

Portsea

The land of which Portsea is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong

traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung/Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Portsea was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. Settlers in this part of the Peninsula were practising a diverse primary industry, due mainly to their isolation from supplies and markets. The earliest European settlers were Daniel Sullivan 1840, James Sandle Ford 1846, John Devine 1844, Bunting Johnstone 1843 and Edward Skelton 1842. The isolation of the Nepean Peninsula between 1830 and 1870 and the porous, calcareous soils, reduced the economic viability of agriculture, but by combining small scale farming, fishing and lime burning, early settlers like James Sandle Ford, could make a good living. [Butler & Context, 2012:53-56]

Limestone was not only an important industry on the Nepean Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from local limestone. Nepean limestone is a vernacular tradition on the Nepean Peninsula with two distinct styles of limestone construction; all-limestone and limestone with red brick quoining. Local builders developed great skills and techniques in designing and building with the local limestone. The earliest limestone building on the Peninsula is known as the Shepherds Hut built by Dennis Sullivan who operated a lime kiln nearby.

In 1852 the northern shore of Point Nepean, which had been selected by the Sullivans, was resumed for a Quarantine Station. Jetties, a cemetery, a hospital, accommodation huts and fencing were constructed between 1852 and 1978. In the 1880s, fortifications and gun emplacements were built on the tip of Point Nepean to defend the heads. In the 1940s much of the Quarantine Station was taken over by an Officer Cadet School and the Army School of Health until they closed in circa 1980. Many Portsea residents worked at the Station and built houses in the surrounding areas. A school was established to educate the children of workers and inmates, and the Station's doctors provided valuable services to the local community. [Butler & Context 2012:120-122]

By the 1860s, Nepean Peninsula was recognised as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. The first gentlemen owners on the Peninsula arrived in the 1870s and recognizing its potential began to build villas and hotels, acquire lime kilns and land for subdivision. The most prestigious coastal areas, as sites for gentlemen’s villas extended from Sorrento to Portsea along the cliff top with views of the Bay, and many of these large nineteenth century homes still exist. [Butler & Context, 2012:26]

Portsea's origins as a place of limeburners and fishermen and then as a place for holiday makers, occasioned the need for a pier. The pier was crucial for Portsea's development and it is no coincidence that the shops and hotels of Portsea, and the earliest roads such as Back Beach Road lead to the Pier. Many local families had businesses servicing tourists or worked at the Quarantine Station or Fort Franklin. Quamby, 44 Blair Road was built for Edwin Dobie who worked at the Quarantine station, as was Glasnevern, 34-36 Back Beach Road, for boatman Patrick Foran. Many residents did and probably still do, provide services to holiday makers. Some of the most prominent non-residential buildings in Portsea are associated with early tourist developments - such as Marlborough House and the Portsea Hotel.

In the 1870s, John Watson had built a six room limestone house on the beach near Point Franklin, as well as fishing huts on the foreshore. The land was compulsorily acquired in 1885. Fort Franklin was constructed between 1885 and 1889 and consisted of a series of gun emplacements, barracks and accommodation buildings. The Fort was operated by the Victorian Colonial Government until Federation when it was taken over by the Commonwealth. It was constructed along with Queenscliff and Point Nepean Forts to defend Port Phillip from Russian invaders, and protect the south channel shipping lanes. [Butler & Context, 2012:126]

The Fort was used during the Second World War as an observation post and then as a migrant camp after World War Two. It was then taken over as the Lord Mayors Camp providing holidays for underprivileged children. It continues to be a children's camp to this day. [Butler & Context, 2012:168]

A number of important individuals and their families have had an impact on the development of Portsea. John Farnsworth was a building contractor and designer from South Australia. He was commissioned to build the Sorrento Hotel and later he built the Nepean Hotel at Portsea for James Ford, whose children subdivided his farmland along Back Beach Road. Farnsworth built a large number of limestone houses along the cliff-top including, Mandalay, The Anchorage, St Aubins and Seacombe. Farnsworth himself lived in the original small house beside the Nepean Hotel and later at Wannaeue on Point Nepean Road. He managed the Nepean Hotel for a time and later he was the Portsea postmaster. John James Farnsworth, his grandson, started the Queenscliff-Sorrento ferry service and lived in Farnsworth Cottage an 1890s cottage built for Mrs McGrath, daughter of early settler, Dennis Sullivan. Local families intermarried and many have stayed on the Peninsula for generations. [Nepean Historical Society family history files - Farnsworth]

In the early 20th century, development of Portsea was impacted by the demise of steamer services, the declining use of the Quarantine Station and the rise of the motor car tourist. Construction of holiday homes and weekenders steadily increased in the Inter-War period and then again in the Post-World War Two years. Delgany Castle was designed by noted architect Harold Desbrowe Annear in 1925 for the Armytage family, and is the most elaborate of these buildings. Its size made it ideal to be used as an Army Camp Hospital in 1946 and then in 1947 was converted by the Dominican Sisters to the School for Deaf Children. It is now an exclusive residential estate and retreat. [Victorian Heritage Database - Delgany, Portsea]

A major building wave began in the Inter-War period, with the replication of suburban styles in the streets of Sorrento and Portsea. The later part of this period, after World War Two, saw some modernist designs for holiday homes resulting in a new trend of modernist beach houses by innovative designers for a wealthy clientele. Some important Victorian villas and homes were replaced in this era by new modernist houses. [Butler & Context, 2012:109-110]

The influence of modernist architecture in the Post-War period was felt not only among architects but influenced the local tradition of beach shacks through the 1960s, 70s and 80s. Even small fibro beach shacks borrowed design elements from architectural Modernism, to achieve a simplicity of living and relaxed form. They allowed their owners to live in 'place'; they generally sat on large blocks creating little disturbances to the surrounding topography or vegetation. [Butler & Context, 2012:111] By the 1980s and 1990s that had all changed and one of the marked elements of housing in the Peninsula since then is the development of very large suburban houses and apartments and battleaxe subdivisions which fit the entirety of the block and require the removal of most vegetation.

Portsea has a limited population, only 446 residents in the 2011 census declared Portsea was their home. 87.8% of Portsea dwellings were unoccupied on census night. [Australian Bureau of Statistics, 2011 census data] This seasonal population has given rise to limited service provision in the town and a limited number of public or civic buildings. Portsea no longer has a school, St Thomas' church is only used for infrequent weddings and funerals and only one or two shops are permanently in use. With the closure of the Officer Cadet School and the Army School of Health, the absorption of Fort Nepean and the former Quarantine Station into the Point Nepean National Park, there are fewer facilities and services and an even stronger focus on tourism to sustain the town.

Thematic History:

The Thematic History outlines the development of housing on the Nepean Peninsula to serve the changing nature of both permanent residents and holiday makers.

The early history of Portsea relates to lime, pastoral activities, fortifications, quarantines, and the fishing industry. Portsea was the first lime burning centre as the ships could anchor closer to the shore to load. Rye and West Rosebud surpassed Portsea and Sorrento in the 1850s as they had a larger area from which to locate the limestone although the cargo ships then had to anchor further from the shore. Back Beach Road, Portsea developed as a track for transporting lime from Ford's property to the Portsea foreshore. [Butler & Context, 2012:73]

As with Sorrento, Portsea is notable for its surviving limestone buildings: both those on a grand scale and the more modest dwellings of the lime burners and building artisans. Among surviving Portsea buildings of the 1870s are Ford Cottage built for and possibly by James Sandle Ford, lime burner, and Seacliffe built for Mrs Margaret McGrath, the daughter of Dennis Sullivan. Farnsworth Cottage, a limestone cottage built in the 1890s for Mrs McGrath, was at one time the home of John James Farnsworth who started the Sorrento-Queenscliff ferry service. His grandfather was a building contractor and designer from Adelaide who was associated with the construction of a number of important limestone houses in Portsea and Sorrento. John James Farnsworth lived at the cottage from 1940 until his death in 1984. [Butler & Context, 2012:91-92]

Marlborough House was constructed as a boarding house in 1902 for Matilda Reid by the Croad family builders, William Joseph Croad (1870-1934). Marlborough House was the only boarding house of this size to be built in Portsea. [Butler & Context, 2012:102]

The distinctive architectural character of many of the Peninsula's more prestigious houses suggests that, as well as the fine workmanship of local builders, skilled architects were associated with the designs of many of the buildings. From all periods of beachside housing, the two most significant domestic building types in the Shire are those large homes of various eras associated with principal figures in Victorian history and the many modernist holiday homes.

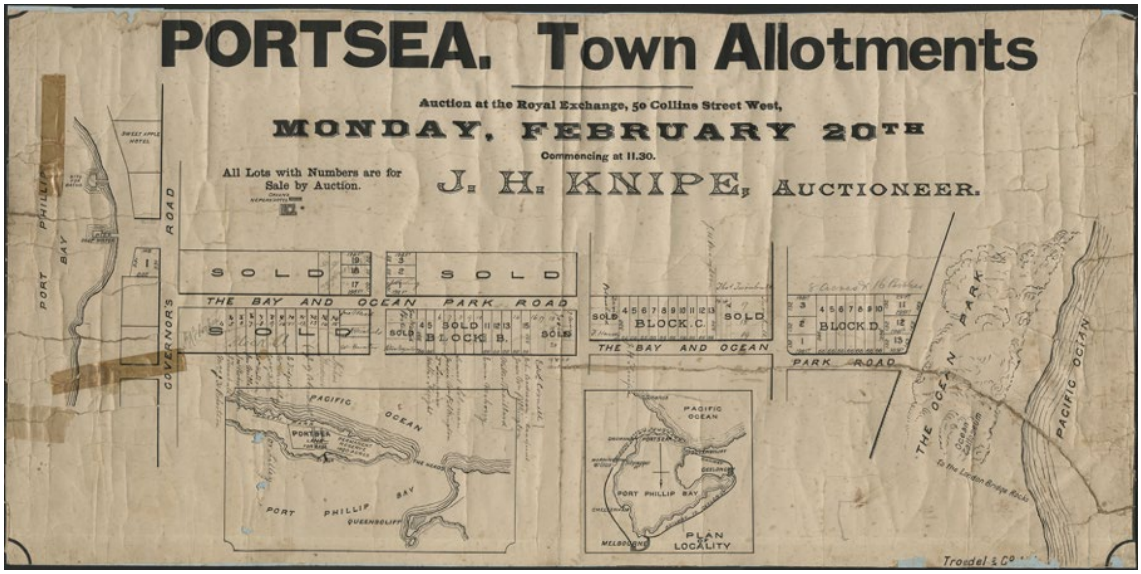
Modern holiday homes are among the most distinctive architectural heritage of the Peninsula. They are important for their links to innovative designers and the established figures for whom they were typically built. Elements of their design have been copied at beachside resorts around Victoria.

The Inter-War Peninsula holiday house became the symbol of basic Victorian seaside houses until well past this construction era. it was a single storey bungalow on a small beach allotment, often with a detached garage and built with cheap materials such as timber, concrete block or fibro-cement sheet. Portsea appears to have far fewer of these buildings, possibly due to later alterations, renovations and subdivision. [Butler & Context, 2012:111]

History of the Place:

The Back Beach Road precinct includes housing on both sides of Back Beach Road, within Crown Allotment 29 originally alienated by James Sandle Ford (1811-1890). The Ford family settled at Portsea in 1840 and are credited with the naming of Portsea. Parts of the Ford farm are still extant at the corner of Farnsworth Avenue and Back Beach Road to the south of the precinct.

Small scale subdivision of the Ford farm had occurred by the 1870s, even as Ford resisted offers from big land speculators like CG Duffy, JJ Casey and J Service, to sell his land. [Hollinshed, 1982:121] In circa 1887, Ford subdivided his land again, although some previous subdivision must have occurred to allow the building of at least three buildings along the western side of the road prior to this date.



Subdivision Plan from Nepean Historical Society collection, VNEP A280 Ford Land Sales with names c.1887

The significant buildings in the precinct demonstrate a number of themes for Portsea. In particular, it shows very clearly the mix of local families and holiday makers who have built and lived on Back Beach Road from the 1880s until now.

Local families lived in the small, limestone Oleander Cottage at 52 Back Beach Rd which was built in 1876 and was occupied by the Knight family from 1885 until 1930. Killalde at 66 Blair Court, which is part limestone, was built 1882 by labourer James O'Keefe. He owned the property until Charles Knight bought it in 1913 and owned it until 1951. Glasnevern at 34 Back Beach Road has a limestone kitchen and was built in circa 1901 for Patrick Foran a local boatman. Craig Bryn at 20 Back Beach Road was built in circa 1905 for Mrs Charles Harding a local shopkeeper. Lochee at 57 Blair Road was built circa 1892 by John Stirling a labourer and fisherman and whose family owned it until 1989. 3789 Point Nepean Road, was built in 1889 for local fisherman, Alex Watson.

The places built as holiday houses include The Grange built in 1889 by John Henry Broughton a leather merchant of Melbourne. Pitstone at 3795 was constructed in 1902 and was owned as a holiday house until the 1960s. Limestone Karacoum at 12 Back Beach Rd was built 1878, possibly with limestone from Ford's quarry, by Dr Robert Robertson. Some local families owned a number of properties like the Knights and the Hardings and rented them to holiday makers. In the Post-War period some Melbourne families commissioned modernist architects such as Rae Featherston to build holiday houses on Back Beach Road.

An 1890 Plan (C437) of the Parish of Nepean indicates that the only houses along Back Beach Road at the time were Killalde, Oleander Cottage, Karacoum and the Grange. That the subdivision of 1887 had not resulted in a profusion of houses along Back Beach Road was probably due to Portsea's relative isolation from Sorrento and Rye and lack of services. The peninsula at this time is described as open country with tea-tree and cleared areas for small farms and just four or five buildings near the jetty making the township. Many of the lots are shown vacant and unfenced.

On the 1890 plan Back Beach Road is marked as a track leading straight from the Ford farm to the jetty.

Back Beach Road later became the main thoroughfare between the ocean and the Bay; and this access to the township and the ocean beach made it a popular location for holiday makers. The early subdivision of the lots along the road provided local families with opportunities to build houses close to their work at the Quarantine

Station or Fort Franklin. Back Beach Road continues to be a popular location for both full time residents and holiday home owners. It is the unique mix of period housing from the first subdivision in the 1880s until the 1950s, that makes Back Beach Road so distinctive.

Up until c.1892 the concentration of buildings appears to have been isolated to the west side of Back Beach Road and the corner of Blair Road. The buildings dating from before 1892, in the Late Victorian period includes:

- Oleander Cottage, 52 Back Beach Road (1876)
- Karacoum, 12 Back Beach Road (1878)
- Killalde, 66 Blair Ct, (1882)
- 3789 Point Nepean Road (1889)
- Lochee, 57 Blair Road, (1889-1892)
- The Grange, 58 Blair Road (1889-1892)

In the Federation period, there was another surge of activity. A number of significant buildings date from this period, both limestone and weatherboard, including:

- Glasnevern, 34 Back Beach Road (1897-1905)
- Craig Bryn, 20 Back Beach Road (1897-1905)
- Marlborough House, 8-10 Back Beach Road (1902)
- 36 Delgany Avenue (1890-1910)
- Quamby 44 Blair Road (1890)
- 57 Back Beach Road (1890-1910)
- 41 Back Beach Road (1890-1910)
- Hilary, 55 Blair Road (1890-1910)
- Pitstone, 3795 Point Nepean Road (1902)

In the Post-War period a number of beach houses were constructed by notable modernist architects and some of these are individually significant including:

- 26 Back Beach Road (1954)
- 30 Back Beach Road (1953)

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks
Theme 5: Establishing Communications
Theme 5.3.3: Establishing Roads

Sources:
Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
Victorian Heritage Database
Nepean Historical Society, records and files
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Comparative precincts:

The Ranelagh Estate, Mount Eliza listed on the Victorian Heritage Register, is a large planned, residential garden suburb estate from the 1920s, designed by Walter Burley Griffin and Saxil Tuxen. It has exceptional houses and

landscape elements from the 1920s-1970s. The mixed nature of housing there is similar to Back Beach Road but is more eclectic and was not a planned estate with a single urban design intent.

HO1 Sorrento Historic Precinct Residential Area at the Back Beach end of the Ocean Beach Road is the most comparable area in Sorrento. It contains buildings of similar date range and stylistic periods and was occupied by both local families and holiday makers from Melbourne. It also includes a large guest house comparable to Marlborough House.

HO317 Station Street Precinct, Somerville
This precinct has representative housing dating to circa 1890-1945. This collection of Federation and Inter-War houses in both timber and masonry is a precinct of comparatively well preserved suburban houses in Somerville. It has some comparisons to Portsea but was mainly owned and developed by locals and lacks the grander limestone villas and early Victorian cottages.

HO318 Crib Point Precinct
This precinct of houses and a single timber church is representative of the development of the town after the Flinders Naval depot was established post WW1. The housing estate was developed by a local fisherman and designed by Saxil Tuxen who also designed Ranelagh Estate. The houses were all built between 1915 and 1929 and mostly were occupied by locals.

HO92 Hansens Lane, Beach Houses Precinct, Balnarring Beach
This precinct of small, cheap beach houses developed in the Inter War period and has some comparisons to Back Beach Road in its informal layout and street character. It is characteristic of the first beachside weekender suburbs in the district. The small informal cottages are set among native vegetation close to the water.

HO333 Cook Street Flinders Precinct
This town centre precinct is most comparable to Sorrento Historic Precinct Commercial Area, rather than Portsea which did not have many public buildings or a town centre. The precinct contains a mix of church, Post Office, public hall, shopfronts and houses with infill buildings from the twentieth century. It is significant for the important evidence it provides of a pattern of development from the 1860s. Similar to Portsea it retains evidence of early allotment patterns and demonstrates continuity from the time of first subdivision, and early development of tourism and local services.

Recommendations:

Extent of curtilage:
The whole of the precinct

Significant elements or design features:
New development or works should retain a level of vegetation cover and landscape setting for each property. The streetscape setting and informal nature of the road, with meandering pavements and dense vegetation in parts should be retained.

Extent of fabric to be retained:
All of the Late Victorian, Federation, Inter-War and Post-War fabric identified.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No

Tree Controls	No
Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

Other recommendations:

Recommended for inclusion in the Heritage Overlay as a new precinct with its own HO to the extent of the whole precinct as defined by the accompanying mapping.

HERITAGE CITATION EAST SORRENTO PRECINCT

Heritage Overlay number: **XXXXXX**

HERMES No.	XXXXX
Place Name:	East Sorrento Precinct:
Address:	Hiskens St, Newton Ave, St Pauls Rd, Rose St, Bowen Road, Sorrento
Place Type:	Precinct
Level of Significance:	LOCAL
Recommendation:	Local HO schedule

Map:

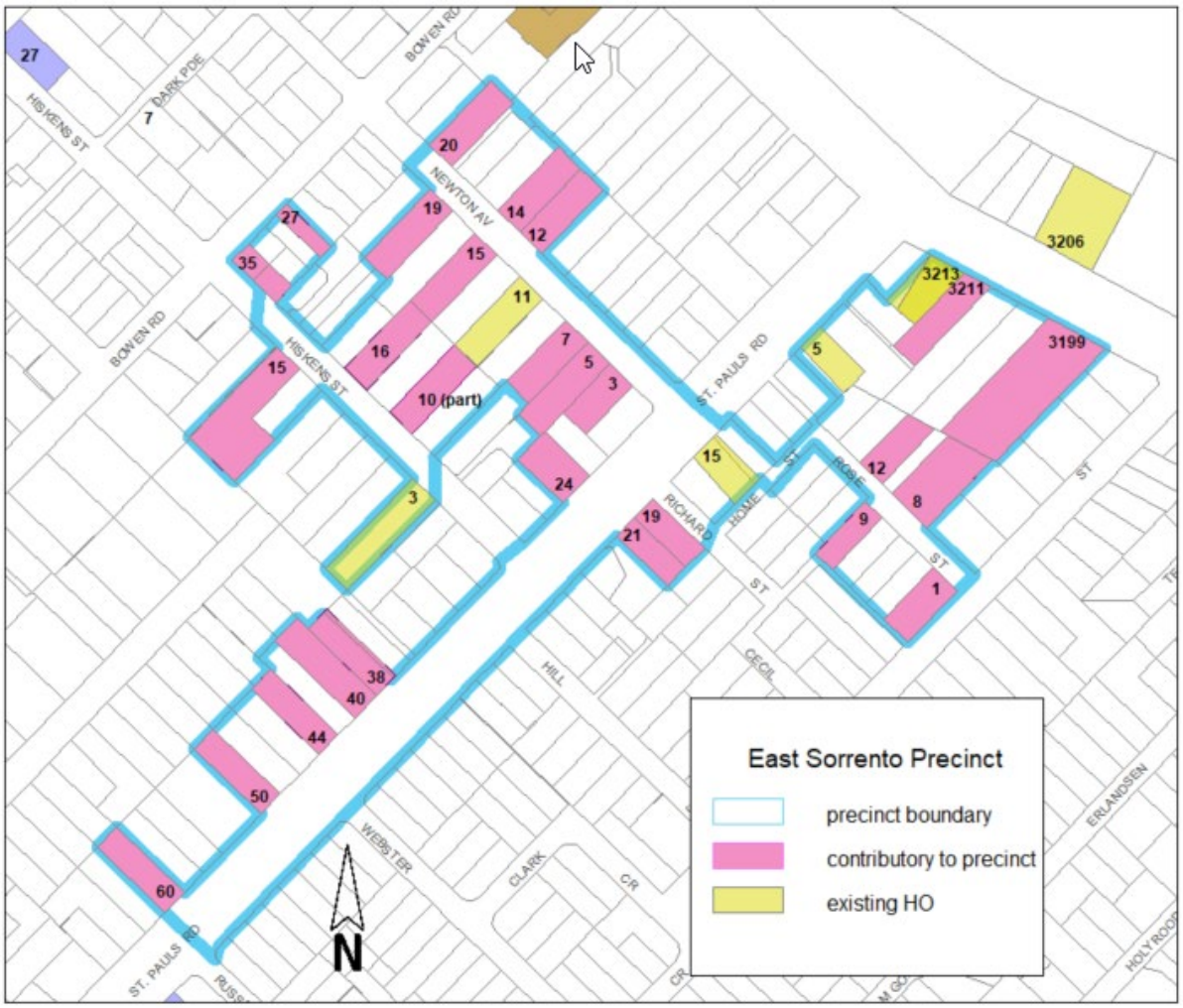


Table: Individually significant and contributory properties

27 Bowen Road, Sorrento	Contributory
35 Bowen Road, Sorrento	Contributory
3 Newton Avenue, Sorrento	Contributory
5 Newton Avenue, Sorrento	Contributory
7 Newton Avenue, Sorrento	Contributory

11 Newton Avenue, Sorrento	Individual HO152
12 Newton Avenue, Sorrento	Contributory
14 Newton Avenue, Sorrento	Contributory
15 Newton Avenue, Sorrento	Contributory
19 Newton Avenue, Sorrento	Contributory
20 Newton Avenue, Sorrento	Contributory
3 Hiskens Street, Sorrento	Individual HO97
10 Hiskens Street, Sorrento (part)	Contributory
15 Hiskens Street, Sorrento	Contributory
16 Hiskens Street, Sorrento	Contributory
1 Rose Street, Sorrento	Contributory
9 Rose Street, Sorrento	Contributory
8 Rose Street, Sorrento	Contributory
12 Rose Street, Sorrento	Contributory
5 St Pauls Road, Sorrento	Individual HO232
15 St Pauls Road, Sorrento	Individual HO233
19 St Pauls Road, Sorrento	Contributory
21 St Pauls Road, Sorrento	Contributory
24 St Pauls Road, Sorrento	Contributory
38 St Pauls Road, Sorrento	Contributory
40 St Pauls Road, Sorrento	Contributory
44 St Pauls Road, Sorrento	Contributory
50 St Pauls Road, Sorrento	Contributory
60 St Pauls Road, Sorrento	Contributory
3199 Point Nepean Road, Sorrento	Contributory
3211 Point Nepean Road, Sorrento	Contributory
3213 Point Nepean Road, Sorrento	Individual HO179

Description:

The East Sorrento Precinct is an area of mixed residential housing, in an undulating area between Point Nepean Road and Melbourne Road and bordered by Salonika Street on the east and Bowen Road on the west. Within this residential precinct is a wide range of housing styles which reflect periods of development of housing and subdivision in Sorrento.

The landscape is heavily vegetated and the east-west streets, Hiskens and Rose Street and Newton Avenue are meandering, narrow informal streets whilst Bowen Road and St Pauls Road are two-lane bitumen but still do not have made pavements or kerbing. Distant views of the Bay can be had along St Paul's and Bowen Road.

The landscape rises towards Rose Street and St Pauls Road, and slopes down to Bowen Road, before rising again to Constitution Hill. The majority of buildings are single-storey, free standing houses with gardens on large suburban allotments. The first subdivisions in the area appear to have been done by local developers such as the Stringer and Cain family. The oldest buildings are concentrated around the corner of St Pauls Road and Point Nepean Road and Rose Street, closest to the foreshore.

The housing is notably diverse with some very intact examples of Late Victorian, Federation, Inter- War and Post war housing styles, some significant limestone buildings and a range of single storey building types in weatherboard, brick, concrete and cement sheet. Overall the precinct has a seaside character enhanced by the informal streets and dense vegetation cover.

Statement of Significance:

What is significant?
The East Sorrento Precinct is significant to the Shire of Mornington Peninsula. It includes properties between Point Nepean Road and Melbourne Road, Salonika Street and Bowen Road, in an area known as East Sorrento. It contains an intact and diverse collection of housing which demonstrates the important phases of Sorrento's residential development from the 1880s to 1980s.

The following buildings are individually significant to the precinct and have individual heritage overlays. 11 Newton Ave HO152, 3 Hiskens Street HO97, 5 St Pauls Road HO232, 15 St Pauls Road HO233, and 3213 Point Nepean Road, HO179. The buildings, views and streetscapes contribute to the significance of the precinct.

How is it significant?
The East Sorrento Precinct is of local historical, aesthetic, architectural and social significance to the Shire of Mornington Peninsula.

Why is it significant?
The East Sorrento Precinct is of historical significance for the role it played in the early development of the township of Sorrento, as a tangible illustration of the history of subdivision, development and changing population in Sorrento, from largely permanent residents involved in fishing, lime burning or early tourism to absentee home owners from suburban Melbourne. The intactness of the precinct and its ability to demonstrate key themes in Sorrento's history through its early buildings, streetscape and setting is rare on the Mornington Peninsula and demonstrates a continuity of development from the 1880s to the present day that is highly valued by the local community. (Criteria A, B & G)

The East Sorrento Precinct is of aesthetic significance as a place with particularly fine examples of Late Victorian, Federation, Inter War, Post War and Late Twentieth century housing styles that are representative of their period. Many of the houses exhibit a rare degree of intactness and are set within blocks which are unsubdivided, some very large and heavily vegetated. The east-west roads are meandering and have close vegetation, informal parking, lack of paths, kerbing and gutters. The undulating landscape, views to the Bay, dense vegetation and varied building stock adds to the character of the precinct. (Criterion E)

The East Sorrento Precinct is of aesthetic significance for its collection of intact limestone buildings dating from the 1870s. These buildings are constructed from locally sourced limestone and form a vernacular building tradition on the Peninsula which is unique and highly significant. (Criteria B & E)

The East Sorrento Precinct has well-preserved housing stock which demonstrates the principal characteristics of Sorrento housing, ranging from small limestone and timber cottages, from the Late Victorian and Federation period, to Inter War bungalows and villas to modest Post War holiday homes of the 1950s and 60s, to architect designed modernist houses of the 1970s and 80s. (Criterion D)

The East Sorrento Precinct is of significance for its association with a number of people who played an important role in the development of Sorrento and/or had strong associations with shaping the fabric and character of the area, including: the extensive Dark family, Jane and Nellie Clark, William Webster, the Watts family and John Watson. (Criterion H)

History:

Sorrento

The land of which Sorrento is a part is Boon wurrung/Bunurong country. The Boon wurrung/Bunurong are a predominantly coastal people whose traditional lands encompass some 7,800 square kilometres of territory around Western Port Bay and the Mornington Peninsula. The Boon wurrung/Bunurong are members of the Kulin nation who have lived in and managed their country for thousands of years. The Boon wurrung/Bunurong traditional way of life was interrupted at the turn of the nineteenth century when they made contact with sealers from Van Diemens Land and then in 1802, British sailors on board the *Lady Nelson* who were exploring Port Phillip Bay. [Butler & Context, 2012:14-19]

In September 1836, under pressure from the number of illegal occupations and squatting which had occurred, the Port Phillip land district was proclaimed open for settlement, allowing for the sale of Boon wurrung / Bunurong lands, claimed by the Crown, to be sold at auction to Europeans. Sorrento was occupied by European settlers quarrying and burning lime, fishing and practising limited agriculture. The lime burning industry was vital to the development of the Peninsula and Melbourne. In 1803 the settlers of Sullivan Bay used local lime to construct chimneys. In June 1839 John Fawkner was advertising Nepean lime for sale in Melbourne. [Port Phillip Patriot and Advertiser 22 July 1839.] Lime was transported on small lighters to boats moored out in the Channel between Sorrento Pier and the Baths. Later it became common to build kilns on the foreshore where bagged processed lime could be run out on small jetties to boats. [Hollinshed, p.51]

Limestone was not only an important industry on the Peninsula it has also had a lasting impact on the heritage of the area with small cottages, large public buildings, schools, hotels and mansions built from the local limestone. Nepean limestone is a vernacular tradition on the Peninsula with two distinct styles of limestone construction with early buildings being built entirely of limestone and later ones built with red brick quoining. Limestone is the dominant fabric of the northern end of Ocean Beach Road.

By the 1860s Point Nepean was recognized as not only a sublimely beautiful landscape with easy access to the Bay and the Ocean, but as a place for holidaying and respite from Melbourne. As early as 1868 George Selth Coppin(1819-1906) was planning to develop the town as a place for tourists. He purchased 225 acres and subdivided it into small allotments for shops and houses. By 1874 he had his own steamship company and then built the Continental Hotel in 1875 to accommodate them. Another influential developer of Sorrento was Charles Gavan Duffy MLA (1816-1903), who developed his 600 acres for gentleman's cliff-top villas which still line the edge of the Bay. It also laid out the alignment of Point Nepean and Hotham Roads and reserved Sorrento Park overlooking the jetty and Bay. [Thematic history, 2012, p.22]

By the 1890s the township and the commercial precinct had developed further with new civic facilities such as a post office and a mechanics institute. Shops had developed on the west side of Ocean Beach Road, including Stringers Stores, the Athenaeum Theatre, the Oriental Coffee Palace and a small building (now occupied by Sportsgirl) at 54 Ocean Beach Road constructed in 1894. It was at the turn of the century that the great majority of commercial and residential buildings were constructed on both sides of Ocean Beach Road and many of these still exist. Between 1900 and 1910 a large number of buildings were constructed along Ocean Beach Road, to accommodate tourists. Many permanent and holiday homes were constructed in this period, as were schools and businesses. [Lardner, 2015, p.-21]

The 20th century development of Sorrento has been marked by an increase in private home ownership accompanied by increasing densification and subdivision. The wealth of Melbourne's middle class after WW1 and increasing car ownership resulted in more holiday makers visiting the Peninsula, and investing in their own piece of seaside paradise. In later decades, there has been an increase in permanent residents retiring to the seaside and seeking a sea change. In recent years the increasing ease of renting properties on the internet, has led to a boom in the holiday rental market and two and three lot subdivision of existing properties.

Thematic History:

Construction of holiday home and weekenders steadily increased in the inter-war period and then again in the post-World War Two years, particularly on the west coast. However, by the 1980s the majority of seaside houses in the southern parts of the Peninsula, at Merricks Beach, Balnarring Beach and Point Leo were still used as holiday homes or weekenders with few permanent residents. This situation has now changed, with an increase in permanent populations in most localities since the beginning of the 21st C. This has seen the conversion of larger holiday homes into permanent residences and the loss of many smaller homes. [Butler & Context, 2012:108]

Modern holiday homes are among the most distinctive architectural heritage of the Peninsula. They are important for their links to innovative designers and the established figures for whom they were typically built. Elements of the design have been copied at beachside resorts around Victoria.

The Inter-war Peninsula holiday house became the symbol of basic Victorian seaside houses until well past this construction era. It was a single-storey bungalow on a small beach allotment, often with a detached garage and built with cheap materials such as timber, concrete block or fibro-cement sheet.

Many of the holiday homes, which make up a large proportion of the Peninsula buildings today, were clad with fibro. The architectural journals of the day advertised it as a rot and fireproof, cheap and easily handled cladding material, suitable for use in beach houses, for both walls and roofing. Another new building material was the concrete building block. These could be easily made on the site with the aid of a block making machine, often equipped with different block profiles, such as a rusticated or vermiculated pattern, achieved by inserts into the casting chamber. [Butler & Context, 2012:111]

History of the Place:

East Sorrento Precinct consists of portions of Crown allotments 77, 78, 81 and 82 on land originally alienated by C.G Duffy in 1872. It is one of the earliest areas subdivided for housing in Sorrento. It is close to the pier, and between Melbourne and Point Nepean Roads which were the first roads into the Peninsula. An 1890s plan of the area, indicates large, fenced allotments with sparse housing between Bowen and St Pauls Road. A track to a paddock indicates what might be the beginning of Hiskens Street. [SLV Maps C437 (P) 1890] Number 5, St Pauls Road is one of the earliest houses in the precinct, built in 1887.

In 1900, Preston Estate between Salonika and St Pauls Rd was advertised for auction. On the subdivision plan, Rose Street is truncated, which explains the narrow lane at the St Pauls Road end. This subdivision includes properties 9, 8 and 12 Rose Street. [VNEP A263Ires c1900, NHS] A 1928 auction plan for Two Beaches Estate on the corner of St Pauls Road and Melbourne Rd shows the arrangement of houses, and names Hiskens Street, but calls Newton Avenue, Cain Street. Many of the houses listed in this precinct on Hiskens, Newton, Bowen and St Pauls Road were probably present by the time this plan was drawn. [VNEP A11712 Ires 1928, NHS] A 1930s auction notice for Bellevue Estate shows properties subdivided on the west side of Salonika Street and includes 1 and 9 Rose Street and possibly 12 Hill Street. [VNEP A260Ires c1930s, NHS]

We can assume from these plans and a 1931 Ordnance Survey plan for Sorrento, that the form and arrangement of housing in East Sorrento was similar in 1931 to what is seen today. Bowen Road, St Pauls Road and Salonika Street form the main North-South boundaries of the precinct with Newton Avenue and Hiskens Street the main East-West streets. [Sorrento 1931 Ordnance Survey, SLV]

The majority of houses included in this precinct were built before 1940. Most early houses from 1887 to 1910 were built for permanent residents, such as 5,15, 60 St Pauls Road, 32 Bowen Road and 3213 Point Nepean Road. This reflects the history of the period and subdivision of marginal agricultural land and gentlemen's estates into smaller housing developments. These subdivisions lead to the infill development of large allotments and the creation of holiday houses and smaller house lots. The only commercial building in the whole precinct is Dark's

grocery store, built 1929. Its presence in Bowen Road indicates the popularity of this area in the Inter War period. Further shops were built at the end of St Pauls Road in the Post-War period.

Some local families, such as the Clark sisters, Nellie and Jane had purchased four lots in what was Cain Street before 1919, and appeared to sell them on before building. Some families bought large allotments and subdivided them between family members - John Gordon Browne, who owned Pinehill on Rose Street and his wife built Ellembee (named for their daughter **L**eslie **M**aitland **B**rowne) adjoining it on Point Nepean Road. Some Melbourne investors purchased a number of lots such as William Roe who owned six lots on St Paul's Road and Clements Langford and his wife, Rose. Other local families lived in East Sorrento and members of their family also built houses in the same precinct. The Dark family lived in a number of properties in the area, including in Hiskens Street, Newton Avenue, Bowen Road and St Paul's Road. Alexander Russell a limeburner built his own limestone house on St Pauls Road.

The buildings dating from 1870-1900, in the Late Victorian period includes:

- Kimberley (1899) 11 Newton Avenue HO152
- House (c.1890-1910) 12 Newton Avenue
- House (c.1890-1910) 14 Newton Avenue
- House (1893) 19 Newton Avenue
- House (1892) 3 Hiskens Street HO97
- Lystra (1887) 5 St Pauls Road HO232
- Narollah (1896) 15 St Pauls Road HO233
- Attanagh (1896) 60 St Pauls Road

The buildings dating from 1900-1920 Federation period includes:

- House (c.1900-1920) 27 Bowen Road
- House (c.1900-1910) 5 Newton Avenue
- House (c.1900-1920) 7 Newton Avenue
- House (c.1900-1920) 10 Hiskens Street
- House (1913) 15 Hiskens Street
- Rose Cottage (c.1890-1910) 9 Rose Street
- Pinehill (c.1890-1910) 8 Rose Street
- Pine Cottage (c.1890-1910) 12 Rose Street
- House (c.1900-1920) 21 St Pauls Road
- House (1915) 38 St Pauls Road
- Olinda (1919) 40 St Pauls Road
- House (1915) 44 St Pauls Road
- Ellembee (c.1911-1915) 3199 Point Nepean Road
- House (c.1890-1910) 3211 Point Nepean Road
- Franklin (c.1890-1910) 3213 Point Nepean Road HO179

The buildings dating from 1920-1940 Inter-War period includes:

- Former Darks Grocery Store (1929) 35 Bowen Road
- House (c.1920-1930) 3 Newton Avenue
- House (1921) 15 Newton Avenue
- House (1935) 20 Newton Avenue
- House (c.1920-1940) 1 Rose Street
- House (c.1920-1930) 24 St Pauls Road

The buildings dating from 1940-1960 Post-War period includes:

- House (1954) 50 St Pauls Road

The buildings dating from 1960-1990 Late Twentieth Century period includes:

- House (1973) 16 Hiskens Street
- House (1982) 19 St Pauls Road



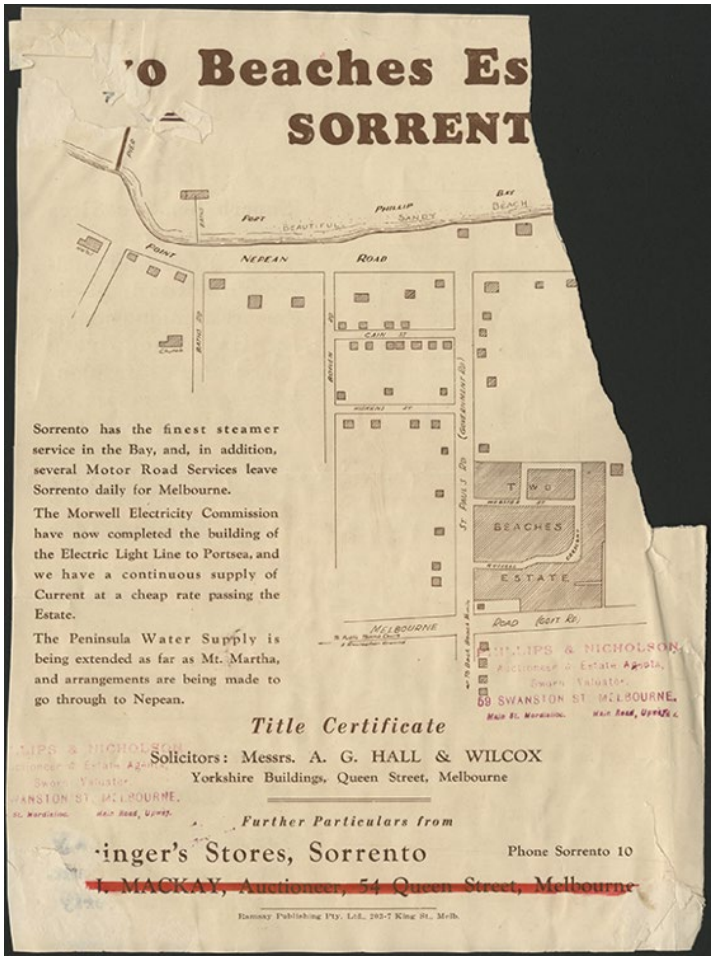
Bellevue Estate, Sorrento, VNEP A260 Ires c.1900. Source, Nepean Historical Society



St Paul's Estate, Sorrento VNEP A271 lres before 1920. Source, Nepean Historical Society



Preston Estate, Sorrento VNEP A263 Lres c.1900. Source, Nepean Historical Society



Auction Plan VNEP A11712 Ires 1928. Source, Nepean Historical Society

Thematic Context: (Graeme Butler, 2008 and Context Pty Ltd, 2012)
Theme 7: Building settlements and towns
Theme 7.8: Designing and building mansions, houses and holiday shacks

Sources:

Shire of Flinders Rate Books
Wills and Probate records
Land Title certificates
National Archives of Australia files on Whitehall
Nepean Historical Society files on local families and maps
Hollinshed, Charles, Goss, Noel and Bird, ECF, 1982, *Lime, Land, Leisure; Peninsular History in the Shire of Flinders*
Graeme Butler & Associates, Context Pty Ltd (editors), 2012 *Mornington Peninsula Shire Thematic History*
Context Pty Ltd, 1992, 1997, *Flinders Heritage Study*

Comparative precincts:

The Ranelagh Estate, Mount Eliza listed on the Victorian Heritage Register, is a large planned, residential garden suburb estate from the 1920s, designed by Walter Burley Griffin and Saxil Tuxen. It has exceptional houses and landscape elements from the 1920s-1970s. The mixed nature of housing there is similar to East Sorrento but East Sorrento is more eclectic and was not a planned estate with a single urban design intent.

HO1 Sorrento Historic Precinct Residential Area at the Back Beach end of the Ocean Beach Road is the most comparable area in Sorrento. It contains buildings of similar date range and stylistic periods and was occupied by both local families and holiday makers from Melbourne.

HO317 Station Street Precinct, Somerville
This precinct has representative housing dating to circa 1890-1945. This collection of Federation and Inter-War houses in both timber and masonry is a precinct of comparatively well preserved suburban houses in Somerville. It has some comparisons to East Sorrento but was mainly owned and developed by locals.

HO318 Crib Point Precinct
This precinct of houses and a single timber church is representative of the development of the town after the Flinders Naval depot was established post WW1. The housing estate was developed by a local fisherman and designed by Saxil Tuxen who also designed Ranelagh Estate. The houses were all built between 1915 and 1929 and mostly were occupied by locals.

HO92 Hansens Lane, Beach Houses Precinct, Balnarring Beach
This precinct of small, cheap beach houses developed in the Inter War period and has some comparisons to East Sorrento in its informal layout and street character. It is characteristic of the first beachside weekender suburbs in the district. The small informal cottages are set among native vegetation close to the water.

HO333 Cook Street Flinders Precinct
This town centre precinct is most comparable to Sorrento Historic Precinct Commercial Area. The precinct contains a mix of church, Post Office, public hall, shopfronts and houses with infill buildings from the twentieth century. It is significant for the important evidence it provides of a pattern of development from the 1860s. Similar to Sorrento it retains evidence of early allotment patterns and demonstrates continuity from the time of first subdivision, and early development of tourism and local services.

Recommendations:

Extent of curtilage:
The whole of the precinct as outlined by the accompanying map

Significant elements or design features:
Single storey residential character, common setbacks and street alignment. New development or works should retain a level of vegetation cover and landscape setting for each property. Informal nature of roads and paths should be retained.

Extent of fabric to be retained:
All of the Late Victorian, Federation, Inter-War, Post-War and Late C20th fabric.

Schedule:

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No

Fences and Outbuildings	No
Prohibited uses	No
Incorporated plan	-
Aboriginal Heritage Place	No

Other recommendations:

Recommended for inclusion in the Heritage Overlay as a new precinct with its own HO, to the extent of the whole precinct as defined by the accompanying mapping.