

Heritage Place Name	Christ Church Complex
Address	59-61 Mason Street, Newport
Heritage Overlay No.	HO182
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Interwar church and
Edwardian residence

Significant Dates

1914, 1926-27

Designer

Sale & Keage (Church)

Builder

Unknown



Statement of Significance

What is Significant?

The Christ Church complex, comprising the manse constructed in 1914 and the church designed by Sale & Keage and constructed in 1926-27, at 59-61 Mason Street, Newport.

How is it Significant?

The Christ Church complex at 59-61 Mason Street, Newport is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a number of public buildings that demonstrate the significant development that occurred in Newport during the Edwardian and Interwar eras. (AHC criterion A4)

Socially, it is significant for the important role it has played in the development of the Newport community as the focus of Anglican worship in the area. (AHC criterion H1)

Aesthetically, it is significant within the municipality as a superior example of an austere Modern Gothic church, which is complemented by an intact residence. (AHC criterion E1)

History

Thomas Berry, a gentleman, owned this land in the late 1890s, as lots 69-72. By 1900 the Church of England had acquired an interest in the property and a timber church and hall had been erected. Rev George Ratten was perhaps the first clergyman to live in the adjoining 7 room timber house built by the church in 1914 at 75 Mason Road (now 59).¹

The present brick church was constructed in 1926-27. Designed by architects Sale & Keage, the foundation stone was laid by the Archbishop of Melbourne, the Most Reverend Harrington Clare Lees DD, on 4 December 1926. There was also a timber school behind the church at that time, which was later removed. At that time the honorary secretary to the Trustees was one FH Twist of 4 Waltham Road, Williamstown. Two years later HC Bell had taken his place and, after a further 20 years, the secretary was P Masters of 26 Mirls Street, Newport - these dates also mark periods of renovation of the complex.

Some of the resident clergy from the late nineteenth and early twentieth century included Revs. Fitzgerald (1890), Thos Leonard (1896), and Macdonnell (1901). This century there were the Revs. Ratten, Robinson and Cerutti.

Description

This is an austere red brick but large Modern Gothic style church which has been altered in detail only. Beside it on the east is an altered Victorian-era weatherboard house which served as the church residence. The church has pointed arch windows and doorways with cement dressings and limited tracery, gabled entry porches, Marseilles pattern terra-cotta roofing tiles, and a cement rose window at the west gable end. It has the appearance of staged construction.

The adjoining church residence is a typical but altered weatherboard Edwardian-era house with a return bullnose profile verandah and a Dutch-hipped roof clad with corrugated iron.

External Condition

Good

External Integrity

Moderate to High

Context

Contributory part of Newport Residential Precinct as a keynote building, the precinct being mainly Edwardian era and inter-war housing.

Comparative Analysis

Austere architecturally, this church is one of the early public buildings in this part of the City, representing the residential growth here in both the inter-war and Edwardian eras. It compares with the nearby Baptist and Catholic complexes that are similar in period (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Forming associations, Making places for worship

Associations

Church of England, Sale & Keage, HC Bell, Thomas Berry

¹ Williamstown Rate Books 1914-15 (5308)

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
MMBW Property Service File, City West Water 151664
VPRO MMBW field book 880 shows house, church; plan 1926
Municipal Rate Books (RB)
Sands & McDougall Victorian directories (D)

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Heritage Place Name	'St Arnaud'
Address	65 Mason Street, Newport
Heritage Overlay No.	HO183
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Edwardian villa

Significant Dates

1913

Designer

See builder

Builder

John Henry Whitham



Statement of Significance

What is Significant?

'St Arnaud', constructed by John Henry Whitham in 1913, at 65 Mason Street, Newport.

How is it Significant?

'St Arnaud' at 65 Mason Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an illustration of the significant development that occurred in Newport during the Edwardian era and for its association with local councillor and identity John Henry Whitwam. (AHC criteria A4 and H1)

Aesthetically, it is significant as a superior example of an elaborate Edwardian villa that is notable for its ornate and picturesque detailing, including the roof and verandah treatment, which distinguishes it from most other Edwardian-era houses in the City. (AHC criteria E1 and F1)

History

'St Arnaud', described as a 6 room weatherboard house was built by John Henry Whitwam, a builder, for his own occupation. Blanche Whitwam was the next rated owner in the mid 1920s. John Whitwam was the owner by the 1940s with George Dimmond, a rubber worker, as the tenant.

The son of Fred and Elinor, Whitwam was a Williamstown councillor from 1916-18 and again during 1922-24. He was also active in the Newport Masonic Lodge, being secretary to the Trustees of the Masonic Temple, which he also built, from the time of its construction in 1925 until his death in 1951 at the age of 78. He also constructed extensions to the Williamstown Masonic Temple in 1926.

Description

This large weatherboard house is distinguished by its ornate detailing, including the return verandah, the half timbered jettied gable ends of the main roof with their rising sun motifs, and the gablets set into both the verandah and main roof. There are two finely detailed chimneys. The colours are related.

External Condition

Good

External Integrity

High

Context

Contributory part of Newport Residential Precinct, being mainly Edwardian-era and inter-war housing.

Comparative Analysis

This house is the best and most elaborately decorated Edwardian-era weatherboard villa in the Spotswood and Newport area, with only a few examples in Williamstown being similarly ornamented.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

John Henry Whitham

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Elsum, W (1934) *The History of Williamstown* pp.77-78
- Municipal Rate Books (RB)
- Sands & McDougall Victorian directories (D)

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Heritage Place Name	House
Address	85 Mason Street, Newport
Heritage Overlay No.	HO184
Heritage Precinct(s)	Newport Estate Residential Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1869

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed in 1869, at 85 Mason Street, Newport.

How is it Significant?

The house at 85 Mason Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the oldest house in the Newport and Spotswood area and the only known example that dates from the earliest period of settlement prior to the speculative subdivision that occurred in the late nineteenth century. Its method of construction also demonstrates associations with the extensive stone quarrying in the area. (AHC criteria A4 and B2)

Aesthetically, it is significant as a rare example within the Newport and Spotswood area as an early Victorian cottage, which is distinguished by its stone construction and early form. (AHC criteria E1 and F1)

History

Lot 23, section 2 Cut Paw Paw parish (5 acres) was sold by government auction to Thomas Graham Anderson of Melbourne for £22/10/- in 1864. In late 1869 he sold it to Edwin Williams. The house at 85 Mason Street is listed in 1869-70 rate books as the property of Edward Williams and set on a little over 7 acres of land, being lot 24 and part lot 23, section 2 Cut Paw Paw parish. The annual valuation was £16 for a holding which had in the previous year been valued at £5 within the combined tenure of Williams and Newcombe (2 acres), both with houses. Williams property (lot 23, 5 acres) had been valued at £3. Other early occupants included Janis Morgan, John Morgan, John Gudgeon, boilermaker John Griffiths, all in the 1870s; Alfred Clarke in the 1880s, slaughterman and William E Bamford in the 1880s-90s. The description was 4 rooms and stone.

A Michael Conway, a railway employee or engine driver, lived there with his family in the 1920s-30s. Two Michael Conways were listed in the 1914 *Victoria Government Gazette* as railways employees, one with Ways & Works and one with Rolling Stock, the latter being the occupier of this house. He was born in 1891 and joined the railways in 1913, working at 8/- a week. More recently, in the 1940s-50s, the house was owned and occupied by Flora Conway, with 6 main rooms and a population of 4 persons.

Description

This house has a simple hipped roof, typical of early construction with shingle cladding. There is a rear addition, the walls are of rendered masonry (formerly face stonework), the chimney is an early form. The roof has new roof corrugated iron and the verandah has been altered.

External Condition

Fair

External Integrity

Moderate

Context

This house stands out within this area because of its early date. The majority of surrounding housing dates from the Edwardian and inter-war era.

Comparative Analysis

This is the oldest house in the Newport and Spotswood area. Other early houses in Newport are at 41 Speight Street (1888) and 481 Melbourne Road (1878). It compares with other pre-1870 houses in Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Farming

Associations

Edwin Williams, John Griffiths, William E Bamford, Michael Conway.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended


Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Municipal Rate Books (RB)
Victorian Titles Office (VTO) Landata Network title 378/594
Sands & McDougall *Victorian directories* (D)
Victoria Government Gazette 4 August 1914

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Heritage Place Name	Perfectus Airscrew Factory (Former)
Address	175 Mason Street, Newport
Heritage Overlay No.	Not applicable
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Postwar factory	
Significant Dates	
c.1952	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The Perfectus Airscrew factory (former), constructed c.1952, at 175 Mason Street, Newport.
How is it Significant?	The Perfectus Airscrew factory (former) at 175 Mason Street, Newport is of local historic significance to the City of Hobsons Bay.
Why is it Significant?	Historically, it is significant for its link with innovatory aeronautical design in the post WW2 era. (AHC criteria A4 and H1)

History

This factory was erected in 1951 on lot 33 of an Edwardian-era subdivision with a 66 feet frontage to Mason Road. The previous owner of the land had been John F Wilkes of Verdon Street, Williamstown. The 1952 Sands & McDougall Victorian directories noted that a factory was being built on this site. The factory built there was apparently once a source of innovative aviation products such as wooden propellers and reputedly later space travel components for NASA (Ridley, 1999). It was listed as the Perfectus Airscrew aircraft parts factory (D1962-73). Albert Ellis & Thomas Walker, then of 17 Oxford Street, Newport, were the first owners. The Walker family was in occupation until 1999.

Perfectus Airscrew was listed as a national supplier of Sitka Spruce to BS V.37, 1200x 1200 in 1997 for aircraft maintenance and construction.

Description

This factory has a sawtooth roof, corrugated iron cladding, multi-paned windows, timber internal post, truss and beam framing and remnants of a tramway, and office enclosure in the front.

There are two related Italian cypresses at the front.

External Condition

Good

External Integrity

Moderate

Context

Set on flat land, on the edge of the early housing and commercial development along Mason Street.

Comparative Analysis

Although externally typical of other small postwar era factories, this building's historical associations are uncommon.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and Processing

Associations

Perfectus Airscrew, Albert Ellis and Thomas Walker

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended


Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Municipal Rate Books (RB)
Sands & McDougall *Victorian directories* (D)
Adelaide University Gliding Club - Technical Materials and Services Sources web site

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Heritage Place Name	Victorian Railways Spotswood Stores Branch Complex
Address	McLister Street, Spotswood
Heritage Overlay No.	HO185
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct
Significance	
Local	
Style & Type	
Interwar factory	
Significant Dates	
1924-27	
Designer	
James Fawcett	
Builder	
Unknown	
Statement of Significance	
What is Significant?	<p>The Victorian Railways Stores complex, comprising the Stores & Offices buildings designed by James Fawcett and constructed in 1924-27 and associated mature trees including the two Canary Island Palms, Pepper Trees and Poplars, at McLister Street, Spotswood.</p>
How is it Significant?	<p>The Victorian Railways Stores complex at McLister Street, Spotswood is of local historic, social and aesthetic significance to the City of Hobsons Bay.</p>
Why is it Significant?	<p>Historically, it is significant for its strong associations with the Victorian Railways as one of a number of major complexes established in Newport and Spotswood during the Edwardian and Interwar period. It illustrates the important influence that the Victorian Railways had upon the development of Spotswood. (AHC criteria A4 and H1)</p> <p>Socially, it is significant for its associations with the Spotswood community as a major employer over a long period (AHC criterion H1)</p> <p>Aesthetically, it is significant as an intact Interwar office complex, which is a fine example of railway architecture during the Interwar period by the Victorian Railways chief architect, James Fawcett. It is enhanced by a related Interwar landscape setting to McLister Street. (AHC criteria E1 and F1)</p>

History

Historical background

Quite apart from the very important role that railway engineering has played in the development of the (City of Hobsons Bay) railways have played a major part in connecting the study area with important centres, such as Geelong and Melbourne, but also in boosting continued residential and industrial development of the area.

Both private and government railway lines have had an impact on the study area. While the area boasts Melbourne's first government line, it also boasts one of the most recent additions to Melbourne's rail network. Another distinctive feature of the rail history of the study area was the number of 'spurs' developed to link industrial sites, the racecourse, etc and the number of private sidings or stations built within the area.'

Two of Victoria's earliest railway lines were begun here by private companies in the 1850s, though both were soon taken over by the government. Private railways figured again later when the spur to Williamstown racecourse was extended to Altona by the company developing an estate here.

As early as 1860, plans were made to locate new workshops at Newport (in place of those at Williamstown at Gellibrand Point). Nothing came of this plan until 1880 when Victorian railways purchased annexes used for the 1880 Melbourne Exhibition and located one of them at Newport, calling it the Newport Carriage Workshops. It began operation in 1882. Construction of the permanent workshops at Newport began in 1884 and were completed in 1889. At the time the workshops were the largest industrial concern in Victoria.

... workshops were erected at Spotswood in the 1920s. The signal and telegraph manufacture and repair branch was located in these workshops. These workshops were known as the Amalgamated Workshops.¹

Specific history

The Spotswood Victorian Railways Stores Branch complex was erected for the Victorian Railways Commissioners and was first listed in the *Victorian Directory* of 1927. It is thought to be the design of James Fawcett, Chief Architect of the Victorian Railways Ways & Works Branch. The downpipes were cast by the firm J&T Muir, Melbourne.² [Ward 94].

A plan of the site from 1939 shows two mainblocks, an 'Aircraft Storehouse' (sawtooth) on the west and a 'General Storehouse' on the east with various service blocks. An earlier plan of late 1924 showed service blocks and siding platforms. A more recent plan shows the 'General Store' with its platform along the west side and the offices attached to the north. The complex was first rated as 'Railway Stores & Yards' in 1925 after the land was held as a series of allotments by the Victorian Railways Commissioners from c1922. (RB)

Local historian Cliff Gibson described the complex as follows:

The Victorian Railways Stores Branch at Spotswood was the hub of the distribution of all commercial items required to run the railway system. Everything from toilet paper to tools, clothing, stationary, globes, bolts, nuts, nails, screws, paint, padlocks, etc. were despatched all over Victoria. A staff of 80 were employed in the office.

¹ Barnard, J. (1999) *Hobsons Bay Thematic Environmental History*

² Vines, Gary & Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) p.93-94

Description

The Victorian Railways Spotswood Stores complex comprises a series of buildings on a large site in McLister Street, which adjoins railway yards. Fronting McLister Street is a rendered (unpainted) and parapeted office stores building. The styling is a simple Greek revival with multi-paned glazing, and raised parapet entablatures at each end of the elevation marking major window groups. A projecting central porch marks the doorway. Faint lettering is visible on the parapet. The original front fence to McLister Street, shown in an early photograph, has been removed. Two large Canary Island Palms, planted at the time the building was opened, are placed symmetrically on either side of the central entrance, as are two poplars set close to the street frontage.

Inside the complex is a series of sawtooth and gabled roof forms over the long storage buildings extending to the south, with a loading platform on the eastern wing. The sawtooth structure on the west has been reclad or renewed. Rusting corrugated iron clad sawtooth structures are isolated further south on this large site.

Other key buildings and elements include:

- The small sawtooth roof buildings between railway tracks.
- The amenities building with circular vents and gable roof.
- The larger corrugated iron stores building to the south with timber louvre vents in the gables.
- The long multi-gabled building behind cement rendered front facade office block with raised cement lettering to parapet inc 'VR' and the cantilevered canopy over tracks on east side.
- Other remnants of the related interwar front landscape to McLister Street including a privet hedge, and pepper trees.
- The corrugated iron (paint shop?) with vent tower capped by a small hipped roof with finial.

External Condition

Good

External Integrity

High

Context

Set on flat land on the edge of the early housing and contributory to the Melbourne - Williamstown – Geelong Railway precinct.

Comparative Analysis

A major twentieth century structure, associated with the nearby Spotswood railway workshops. One of four large Victorian Railways complexes in the City.

Thematic Context

Principal Australian Historical Theme(s)

Moving Goods and People, Railways

Associations

Victorian Railways, James Fawcett

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*

Municipal Rate Books (RB)

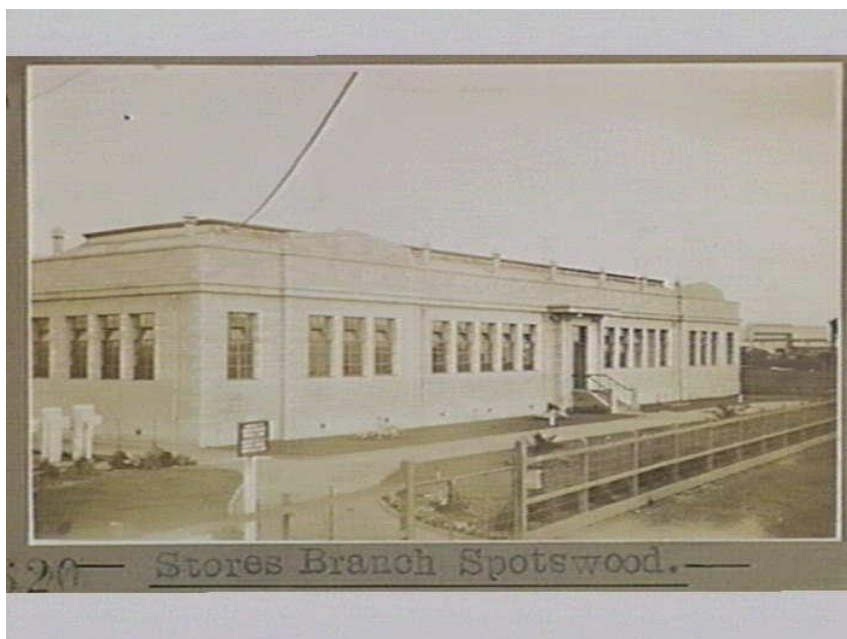
Vines, Gary & Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) pp.93-94

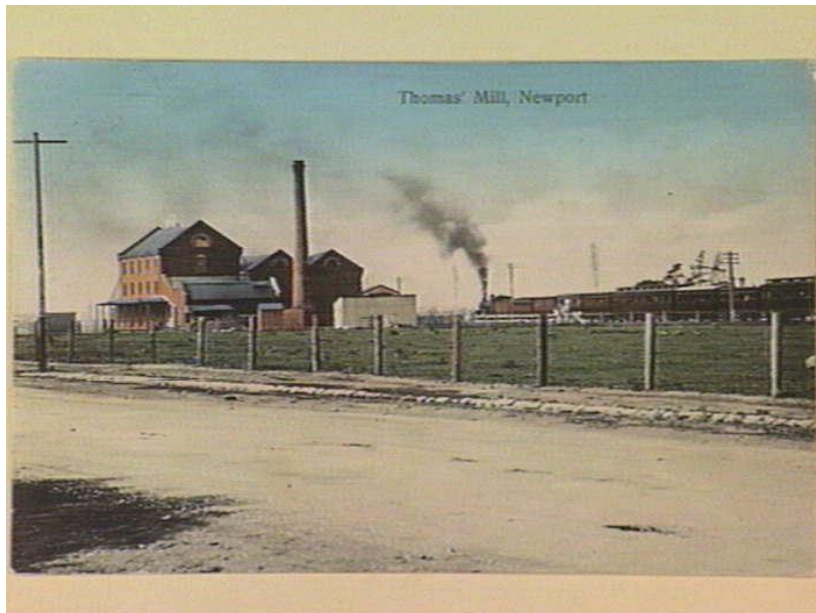
Cliff Gibson, comments, 20 June 2000

Sands & McDougall *Victorian directories* (D)

Additional images

The image below shows the Stores Branch soon after it was opened. The two now mature Canary Island Palms can be seen behind the front fence.



Heritage Place Name	WC Thomas & Sons Flour Mill (Former)
Address	1 McRobert Street, Newport
Heritage Overlay No.	HO186
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Victorian industrial	
Significant Dates	
1903	
Designer	
Unknown	Builder
Unknown	
Statement of Significance	
What is Significant?	
<p>The WC Thomas & Sons Flour Mill (Former), comprising the two storey brick storage and dispatch building constructed c.1903, three early concrete silos constructed c.1908 and associated buildings from the Interwar period, at 1 McRobert Street, Newport.</p>	
How is it Significant?	
<p>The WC Thomas & Sons Flour Mill (Former) at 1 McRobert Street, Newport is of local historic and technical significance to the City of Hobsons Bay.</p>	
Why is it Significant?	
<p>Historically, it is significant for its strong associations with the firm of WC Thomas & Sons, which was one of the major milling companies during the mid-twentieth century in Victoria. It is also significant as one of the few surviving early twentieth century flour mills in Melbourne still used for its original purpose, falling between the late nineteenth century mills of Kimpton and Brunton and the 1920s Albion mill at Sunshine of John Darling, in technology and date, which illustrates an important transitional period after roller plants became the norm when the increasingly competitive market meant that constant improvements to efficiency were required to stay in business. As a major industrial complex, it demonstrates the development of Newport and Spotswood as important industrial areas during the first half of the twentieth century and the influence of the railways upon the location of industry in this area. (AHC criteria A4, B2 and H1)</p>	
<p>Technically, it is significant as one of the earliest intact mill complexes in Melbourne with others such as Kimpton's having been drastically modified and for the documented use of new milling technology in this complex, using new power sources as soon as they had proved themselves to be viable and quickly adopting bulk storage and handling methods. It is especially notable for the riveted iron bulk</p>	

wheat silos, which are possibly some of the earliest of their type in Melbourne. (AHC criteria B2 and F1)

History

The site of this complex was vacant ground in the c.1894 MMBW plan No 10. It is thought that a new brick building was planned for WC Thomas & Sons Pty Ltd, as a flour mill during the disastrous drought of 1902 when the firm recognised the need for a city based mill. It was able to use imported wheat during local shortages, initially imported from Argentina. The site was chosen to take advantage of the railway lines and was close to the Williamstown docks, then the major point for the export of flour (and import of wheat when required).

Early rate descriptions of the site in 1901 listed 'WC Thomas miller' as owning and occupying two parcels of land, one of four lots each of 40 feet frontage, and the other measuring about 800 feet, off Melbourne Road. The first rate entry for the building was January 1904 when the 800 feet land frontage was occupied by 'flour mills brick and land and siding'.¹ The Newport Flour Mill was first listed in Sands & McDougall Directories in 1905 and then with WC Thomas as the proprietor.

In 1912 the original steam power source was converted to a gas engine, and then in 1920 when electricity became available a 350 h.p. slow speed electric motor was purchased and installed in place of the suction gas plant. In 1908 quotes were obtained for concrete wheat silos using the Monier system to be built by the prominent milling engineers, Schumachers. This same combination, of John Monash's design and Schumachers' construction, was responsible for the Rupanyup silos of George Frayne, which were built in 1910. It is unclear whether the existing silos of this period are Monier concrete clad in metal, or a different riveted iron system erected by an alternative tenderer.²

The railway siding was enlarged in 1917, and additional buildings erected for storage and expanded production. By the 1950s it was operated as an oat crushing mill by the Victorian Oatgrowers Pool before being returned to flour milling in c.1984 by Defiance Milling Co Pty Ltd.

WC Thomas & Sons were one of Victoria's larger Flour Milling firms, described in the mid 20th century as ranking:

*...amongst the most important in the Commonwealth and their export trade to overseas countries, and the various states, amounts to a huge total each year.*³

The firm had mills in several north west Victorian centres in the early twentieth century operating up to ten mills, not all at the same time, concentrated in the Wimmera and Mallee regions. The firm was both a local flour supplier and exporter, serving markets in South Africa, Egypt, Cyprus, Mauritius, India, Siam, China, Philippine Islands, Jamaica, Java and Singapore.⁴

The *Cyclopedia of Victoria* (1904) entry for WC Thomas gives his address as care of Queen Street Melbourne, also at Beaufort, Minyip, Warracknabeal and Ballarat, being grain growing centres. His was an old and well known firm. His sons appeared to the active part of his business with WC Thomas Jnr managing the Melbourne branch, George Thomas at Ballarat and Ernest J Thomas managing the Newport concern. Jean Fielding records the expansion of Thomas & Sons in 1915 when they purchased her ancestor's concern, Edwin Davey & Sons Melbourne.⁵

¹ Williamstown Rate Books 1904 (4282)

² Monash papers, Melbourne University Archives

³ Curtain, C et al (1947) *Wealth of a City*

⁴ *ibid*

⁵ Fielding, Jean (1985) *The Golden Grain* p.75

Description

This is a two storey bichrome brick storage and dispatch building with timber verandah along the rail siding. There are later brick office buildings and the corrugated iron clad sheds constructed about 1934 are in a style sympathetic with that of the mill.

The early section of this complex includes a multi-level red brick mill structure, with a gabled roof line, punched window openings and cream brick headers, and a long timber-post verandah over a railway siding next to the main Williamstown to Melbourne Railway. Gabled roofs project above the verandah to accommodate two external sack hoists. A partition wall projects above the roof marking the re-proof division between the milling and wheat cleaning. Two separate structures are noticeable by their different roof heights, the track side loading, wheat cleaning and store building being on three levels and the main mill building being four storeys. On the west of this building are three early silos and north of these is a group of more modern concrete silos.

A photograph in the 1934 *The History of Williamstown* shows this building and the three silos. Four gabled bays with circular vents in each gable end are evident on the south, and a larger gabled structure is to the north. The three silos are shown with a corrugated iron clad tower on the east of the southernmost tank. A metal framed gantry attaches to the top of the silos, similar to, but in a less elaborate form to the existing gantry.

The verandah along the siding had segment-arched corrugated iron valances in place of today's horizontal lines, and a large 'WC THOMAS & SONS P/L FLOUR MILLERS' as a banner sign repeating along the valence. Two of the silos also had the business name attached.

External Condition

Good

External Integrity

Moderate

Context

Contributory part of Spotswood Industrial Precinct, next to railway.

Comparative Analysis

The Newport flour mill is an unusual survivor as a medium sized early twentieth century metropolitan flour mill. In this context, it stands alone, but by expanding the comparison to include larger and later mills, it can be compared to the much modified Kimpton No. 3 at Kensington and Brunton's Mill in North Melbourne.

However the closest comparison can be made with the country mills of the period, several of which survive including Thompson's own Murtoa mill. Another interesting comparison is with the contemporary silos of the Rupanyup Mill, which were erected by Schumachers milling engineers using the Monash designed Monier system. Monash and Shumachers appear to have quoted on the construction of silos at Newport but it is not clear whether the silos built were theirs or by an alternative tenderer.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and Processing

Associations

WC Thomas & Sons, John Monash, Defiance Milling

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*

Municipal Rate Books (RB)

Sands & McDougall *Victorian directories* (D)

Elsum, W (1934) *The History of Williamstown* facing p.101

Smith (1904) *The Cyclopaedia of Victoria*

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Heritage Place Name	Chusan or Chinese Fan Palm Trees
Address	33 Melbourne Road, Williamstown
Heritage Overlay No.	HO187
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Significant Trees

Significant Dates

c.1920

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The two Chusan or Chinese Fan Palms, planted c.1920, situated adjacent to the house at 33 Melbourne Road, Williamstown.

How is it Significant?

The Chusan or Chinese Fan Palms are of local historic, aesthetic and scientific (horticultural) significance to the City of Hobson's Bay.

Why is it Significant?

Historically, the Palms are important for their ability to illustrate Edwardian gardening fashions for exotic specimen trees. (AHC criteria A4 and D2)

Aesthetically, the Palms provide an appropriate setting for the dwelling and contribute to the historic cultural landscape character of this neighbourhood. (AHC criteria E1 and F1)

Scientifically, the Palms are of horticultural interest as locally rare mature examples of this species in a private domestic setting. (AHC criterion B2)

History

This house on this property was built in the Edwardian-era and the size of the palms indicates that they were planted soon after its construction. Specimen planting of palm species was common during the Edwardian era.

Description

These two mature palms are to one side of a weatherboard Federation Bungalow style house constructed c.1915. The palms are typical of Edwardian-era and earlier garden plantings and often survive where other plantings are removed over time. Tall compact trees such as these could be planted to one side of a house where sun access and space were restricted.

Botanica (1997) provides the following description:

Trachycarpus fortunei (Chusan or Chinese fan palm)

Moderately frost hardy, this remarkable palm has been cultivated in Europe for 160 years, where it is prized for its exotic appearance and tolerance of cold. It reaches 30 ft (9 m) tall and the trunk is swathed in brownish fiber. The leaves are held on long stalks and are dark green above, blue-green below; dead leaves tend to persist as a 'skirt' on the tree. Dense, showy clusters of small yellow flowers precede the marblesized, dark blue berries, which have a coating of whitish wax.

Comparative Analysis

These palms are the only known examples on private property within the municipality.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Developing cultural institutions and ways of life, Making suburbs, Creating private landscapes

Associations

Unknown

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes with tree controls

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*.

Ensure that new development does not result in adverse impacts upon the existing or potential future form, condition or health of the trees.


Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Botanica on CD-ROM (1997) Beaver Multimedia Pty Ltd (Random House Australia)

Heritage Place Name	House
Address	89 Melbourne Road, Williamstown
Heritage Overlay No.	HO188
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Victorian villa	
Significant Dates	
c.1875	
Designer	
Unknown	Builder Unknown
Builder	
Unknown	
Statement of Significance	
What is Significant?	The house, constructed c.1875 at 89 Melbourne Road, Williamstown.
How is it Significant?	The house at 89 Melbourne Road, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it illustrates the development of Williamstown during the nineteenth century when it was the main port of Melbourne. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is a superior example of a weatherboard Victorian villa, which is notable for its near original condition and unusual detail to the verandah. (AHC criteria B2 and E1)</p>
History	<p>The house at 89 Melbourne Road was constructed c.1875 for George Bevis who is variously described as a pilot and, later, as a 'sharebroker'. He lived in the house for a number of years before leasing it out to a quick succession of tenants between 1889 and 1892 including James Thompson, solicitor, Edward W Skinner, a clerk, and James R Wilson, an engineer, before re-occupying by 1896. By 1904 it was owned by a Mrs Lonsdale who leased it out to various men who gave their profession as 'engineer' including James Ernest Hansen and Alexander MacDonnell.</p>

Description

The house at 89 Melbourne Road, Williamstown is a single-storey, detached, double-fronted timber Victorian villa with a hipped corrugated galvanised steel roof. It is set back from the street boundary by a garden. Other significant or original elements include:

- Form
- The verandah with concave profile roof, cast iron frieze and paired posts.
- Double-hung sash windows with architraves
- Architrave on entrance door
- Chimney on south side

The verandah floor has been replaced with a concrete slab.

External Integrity and condition

Integrity - Moderate. *Condition* - Fair.

Context

One of a small number of surviving Victorian era residences in this part of Melbourne Road.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

George Bevis

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Williamstown Rate Books 1886-87 (709), 1888-89 (720), 1891-92 (643), 1892-93 (636), 1896 (615), 1904 (550), 1912 (549)

Heritage Place Name	House
Address	110 Melbourne Road, Williamstown
Heritage Overlay No.	HO189
Heritage Precinct(s)	Private Survey Heritage Precinct
<hr/>	
Significance	
Local	
Style & Type	
Interwar domestic revival house	
Significant Dates	
1934	
Designer	
JW Parry	
Builder	Unknown
Unknown	
<hr/>	
Statement of Significance	
<hr/>	
What is Significant?	
The house, designed by Mr JW Parry and constructed in 1934, at 110 Melbourne Road, Williamstown.	
How is it Significant?	
The house at 110 Melbourne Road, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it is significant as the residence of the locally important architect, JW Parry, who designed many residential, commercial and civic buildings during the Interwar period in Williamstown. (AHC criteria A4 and H1)	
Aesthetically, it is significant as a locally rare and superior architect-designed example of an Interwar English Domestic Revival house with a range of original features that are hallmarks of this style. (AHC criteria B2, E1 and F1)	

History

The house at 110 Melbourne Road was constructed for Mr John W Parry in 1934 as his own residence and home office. It is presumed that Mr Parry, who was an architect designed the house himself. The description of this property in the Williamstown Rate Book of 1933 shows that Mr Parry replaced Clement Maxwell as the owner, and the site, which was previously vacant, now has what was described as a 5 room weatherboard house (a notation adds that it is 'incomplete').¹

Mr Parry conducted his architectural practice from this house during the interwar period when he designed a number of public, commercial and residential buildings in Williamstown including the Newport Mechanics Institute, extensions to the Williamstown Masonic Temple, the Williamstown Life Saving and Swimming Clubhouse, the two storey showrooms and residence for Friedmans Furnishings Pty Ltd in Ferguson Street, as well as houses in Lenore Crescent, Ferguson Street, Victoria Street, and 21 Freyer Street, Williamstown.²

Description

The house at 110 Melbourne Road is a single-storey, detached, asymmetrical English Domestic revival style house. It has rendered masonry walls and a gabled terracotta tiled roof, and is set back from the street by a garden. Other significant original elements include:

- The distinctive form, which is typical of this style.
- Double-hung sash windows with diamond-pane leadlight
- Canted bay window with leadlight
- Clinker brick chimneys with glazed terracotta pots
- Gabled single car garage at rear

External Integrity and condition

Integrity – High. *Condition* - Good.

Context

One of a number of interwar houses situated along Melbourne Road, it is set amongst otherwise Victorian-era houses.

Comparative Analysis

Interwar brick residences in the 'Picturesque' styles are rare in Williamstown. Comparative examples include 93 Esplanade and 15 Lenore Crescent (both double storey), 280 Melbourne Road, and 21 Freyer Street, Williamstown

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John W Parry

¹ Williamstown Rate Books 1932 (3292), 1933 (3296)

² Article in 13 July 1935 edition of *Williamstown Advertiser*, and advertisements and tender notices placed by JW Parry in 19 October and 30 November editions of the newspaper.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Williamstown Rate Books 1932 (3292), 1933 (3296), 1936 (3304)
- Williamstown Advertiser* (Various editions during interwar period)

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Heritage Place Name	'Cloverley'
Address	149 Melbourne Road, Williamstown
Heritage Overlay No.	HO190
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate villa

Significant Dates

1887

Designer

John Anderson

Builder

Unknown



Statement of Significance

What is Significant?

'Cloverley', designed by John M Anderson and constructed in 1887, at 149 Melbourne Road, Williamstown.

How is it Significant?

'Cloverley' at 149 Melbourne Road, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with John Anderson who designed many notable villas that gave expression to the land 'boom' development in Williamstown in the nineteenth century. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as a relatively intact Victorian villa, which is notable for its rich decoration, particularly to the verandah. It was designed by one of Williamstown's more prolific residential architects. (AHC criteria E1 and F1)

History

'Cloverley' was designed by local architect John Anderson who owned the house and lived there from its construction in 1887 until after 1896.¹ Miss H.S. Anderson, who was his sister was living there until well into this century.²

Anderson designed many houses in Williamstown during the 1880s, including villas in Pasco, Yarra and Hannan Streets; Miles Lewis' *Architectural Survey* (Melb., 1977) cites eight entries for Anderson in the architectural index, including that for the Primitive Methodist parsonage (1889); the George Hotel in Cecil Street (q.v.), the Presbyterian manse in Melbourne Road (1887), two villas in Power Street, and a villa for H. Adams in Douglas Parade.

Description

'Cloverley' is a double-fronted, ashlar boarded, Italianate styled villa with a cast-iron verandah, bracketed eaves and uncommon octagonal brick chimneys. The roof is hipped and slated and a central gable adorns the richly decorated verandah, with its duplex posts.

Ornament includes the foliated tympanum, panelled friezes and dentillation to the cornice moulding. The verandah is placed on stone foundations and the pilasters to the walls show the architect-owner's involvement in embellishing what is a common suburban form.

The slates have been replaced with tile-pattern roofing; the scalloped gutter valence has been removed; the original unusual baluster-pattern timber fence replaced c1920; the stone painted; the finials and ogee gutters removed (photograph held of original condition).

External Integrity

Integrity – High. *Condition* – Good.

Context

One of a number of Victorian villas in Melbourne and related to the adjoining brick villa, probably by the same architect. Also near to and enhanced by an old garden originally of the Creeke family.

Comparative Analysis

'Cloverley' is a locally rare example of an elaborately detailed Italianate villa. Few contemporary dwellings possess its range of decoration. It is one of the best known examples of the work of John Anderson.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

JM Anderson

¹ Williamstown Rate Books 1887-88 (3273), 1896 (2938); Wise *Victoria Post Office Directory* 1905; Sands and Kenny (later McDougall) *Melbourne Directory* 1928.

² Ackerly, A (1933) *Jubilee History of the North Williamstown Presbyterian Church*

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

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Heritage Place Name	St Stephen's Manse
Address	177 Melbourne Road, Williamstown
Heritage Overlay No.	HO191
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Gothic Revival villa

Significant Dates

1890

Designer

John Anderson

Builder

Unknown



Statement of Significance

What is Significant?

St Stephen's Manse, designed by John M Anderson and constructed in 1890, at 177 Melbourne Road, Williamstown.

How is it Significant?

St Stephen's Manse at 177 Melbourne Road, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with the development of the Presbyterian Church as the second manse erected at this location. The more substantial construction of the Manse illustrates the development of the Parish during the latter half of the nineteenth century. (AHC criteria A4, G1 and H1)

Aesthetically, it is significant as a locally rare example of a Gothic Revival villa with intact detailing, which demonstrates its ecclesiastic associations through its architecture. (AHC criteria B2, E1 and F1)

History

This originally nine-roomed brick manse, for St Stephen's Presbyterian Church, was built in 1890 apparently replacing a wooden one constructed only three years earlier (rate books cite timber 7 rooms until 1890-91 when replaced in brick with 9 rooms). Inspired by the advent of a married minister, the house's first occupant was the Rev John Jenkins, followed by the Rev John Caldwell about 1896 who remained there for a long period (1). The first and possibly the second manse was designed by J M Anderson (q.v.)

Description

St Stephen's Manse is an asymmetrically planned, coloured brick Victorian Gothic Revival villa with a slated hipped roof against which gabled wings have been set at opposing corners of a rectangle plan.

A return, cast-iron verandah supported on paired posts connects these two wings; possessing on the east façade a gable which marks the entrance. Reflecting the archetypical Medieval styling used for ecclesiastical work, the entrance porch has a pointed arch in the Italian Gothic mode, with striped voussoirs and cream quoins. A rectangular plan window bay is placed on the leading gabled wing.

Rainwater gutters have been replaced; the fence removed and the north gable stuccoed.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

The Manse is an integral part of the Church complex and also contributes to the historic character of Melbourne Road. Aesthetically, it directly relates to the roof gables of No. 175, and the verandahed period detail of No. 171-73.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs, Worshipping

Associations

Presbyterian Church, JM Anderson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to paint the stuccoed north wall to match brickwork, repaint trim in original or typical colours and replace the presumed timber picket fence at the frontage and north boundary as typical or original.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1886-87, 1887-88 (3273 wood NAV £40), 1890-91 (2786 - brick NAV £50); D1910; 1896, 2935.

2 Ackerly, A (1933) *Jubilee history of the North Williamstown Presbyterian Church* p.11

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Heritage Place Name	House and Kauri Pine Tree
Address	242-244 Melbourne Road, Williamstown
Heritage Overlay No.	HO193
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Queen Anne villa

Significant Dates

1913-14

Designer

Unknown

Builder

Joseph E Murdoch & Sons



Statement of Significance

What is Significant?

The house, front fence and outbuilding, constructed in 1913-14 by Joseph E Murdoch & Sons, at 242-244 Melbourne Road, Williamstown.

How is it Significant?

The house, front fence and outbuilding at 242-244 Melbourne Road, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the house is important for its strong associations with the Murdoch family who were well known early contractors in the area and occupied the house for a long period. (AHC criteria A4 and H1)

Aesthetically, it is a near complete, relatively successfully designed timber Queen Anne attic styled house which is an uncommon style in Williamstown and as a timber house of the style, not common in the metropolis. Also a prominent building in the residential streetscape and possesses valuable details including the front fence and an unusual outbuilding. (AHC criteria E1 and F1)

History

Building contractors, Joseph E. Murdoch and Sons constructed this house for its first owners, Mr. & Mrs. Joseph Murdoch, in 1913-14 (1). Stone Brothers of Williamstown did the plumbing (2). The family continued to reside here in the person of Mrs. J.C. Sidgwick (nee Murdoch) and later F.A. Sidgwick, whilst R.L. Murdoch resided next door.

Also a partner in the contracting firm Stevenson and Murdoch, J.E. Murdoch continued this century as J.E. Murdoch and Son(s), gaining the contract to build the botanical garden toilets in 1915, among other projects (3). Murdoch was the seventh president of the old Williamstownian's Association (3).

Description

The former Murdoch house is a one-storey weatherboarded and rough-cast stuccoed Queen Anne styled villa with attic rooms facing diagonally across the block to the sea. Typically for its style, it possesses adverse half-timbered gabled bays, facing Yarra Street and Melbourne Roads which flank a central Dutch hipped roof bay and an attached return, timberslatted verandah. Shingle-cladding of the bowed attic balustrade is set against the slated roofing with its terra-cotta ridging and gable finials. At the corner, a three sided window bay is marked by a splay in the verandah.

The presumed original timber picket fence survives at the two frontages. At the rear of the block there is a gabled, but incomplete out-building possessing finely fretted and carved barge boards and finials.

External Integrity and condition

Integrity – High. *Condition* - Good.

Context

A major corner building, which contributes to the late nineteenth and early twentieth century character of Melbourne Road.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

Joseph E Murdoch & Sons

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to repaint in original or typical colours and record fence and outbuilding to assist with future conservation.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Melbourne Metropolitan Board of Works File No. 88276; Sands and Kenny (later McDougall) *Melbourne Directory* 1917, Williamstown Rate Books 1912-13

2 *ibid.*

3 Sands and Kenny (later McDougall) *Melbourne Directory* 1962 & 1928; Wilson Evans; Elsum, WH. (1934) *The History of Williamstown* vii; Telephone Directory 1985

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Heritage Place Name	Houses
Address	272-274 Melbourne Road, Newport
Heritage Overlay No.	HO194
Heritage Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Victorian Transitional cottages	
Significant Dates	
1915	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The houses, constructed in 1915, at 272-274 Melbourne Road, Newport.
How is it Significant?	The houses at 272-274 Melbourne Road, Newport are of local aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	Aesthetically, they significant as very late examples of transitional Victorian, intact and locally rare single storey attached brick row houses with an undivided roof that is characteristic of such developments in Williamstown. (AHC criteria B2 and E1)

History

The houses at 272-274 Melbourne Road, Newport were constructed in 1915 for George HM Paine, who conducted a stone-crushing business from his home further to the north in Melbourne Road on the corner of what is now Paine Street. Mr Paine retained ownership until the mid-1930s.¹

The 1913-14 rate books show that Mr Paine purchased a 6 roomed weatherboard house with a Net Annual Value of £25 at 272 Melbourne Road from a James O'Hara who was an engine driver. Mr Paine wasted no time in erecting these houses as the rate book for 1914-15 includes two new entries for 4 room brick houses at 272 and 272a Melbourne Road each with a Net Annual Value of £30. Mr John Castle, a fireman, is listed as the tenant of one, while the other is vacant.²

It is probable that this George Paine is the same one who was served on Williamstown Council between 1927 and 1935 including two terms as Mayor in 1929-30 and 1930-31 (although the councilor Paine is given the middle name of Alexander³) During his time as Mayor he was embroiled in one of the biggest scandals in the history of Williamstown when allegations of corruption including vote-rigging, bribery and money stolen from the council chamber led to the appointment of a Royal Commission in 1930.⁴

Description

A pair of single-storey, red brick semi-detached houses with a hipped slate tile roof with no dividing wall. A red brick wing wall separates each house's verandah. The houses are set back from the street by a shared small garden. Other significant original elements include:

- The unusual Transitional form
- Tuck pointed polychromatic brickwork – red brick with cream brick dressings
- Timber panelled entrance doors with leadlight glazing sidelights
- Brick chimney on no. 272
- Cast iron imitation fretwork valance verandah supported on timber posts
- Wide double-hung sash windows
- Inter-war woven strapped steel and timber fence – no fence between two houses

External Integrity

Generally original except for the later front fence.

Context

Melbourne Road comprises a mix of housing from the Victorian to Interwar periods.

Comparative Analysis

Attached dwellings with no dividing wall are a distinctive housing type in Williamstown, but less common in the metropolitan area. Most examples in Williamstown are timber, this is one of few known examples in brick and is notable for its very late construction date. Other examples such 46-48 Twyford Street were constructed during the late nineteenth century.

¹ *Williamstown Rate Books* 1914-15 (2954-55), 1936 (3366-67)

² *Williamstown Rate Books* 1913-14 (2811), 1914-15 (2954-55)

³ Strahan, L (1994) *At the Edge of the Centre*. p.469.

⁴ Strahan, L (1994) *At the Edge of the Centre*. pp.310-15

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

George HM Paine.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.


References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Williamstown Rate Books 1913-14 (2811), 1914-15 (2954-55), 1936 (3366-67)

Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown*.

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Heritage Place Name	Houses
Address	278 and 280 Melbourne Road, Newport
Heritage Overlay No.	HO195
Heritage Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style + Type	
Interwar English Domestic Revival houses	
Significant Dates	
1936-37	
Designer	
Mr Roberts	
Builder	Unknown
Unknown	
Statement of Significance	
What is Significant?	
The houses, designed by Mr Roberts and constructed in 1936-37, at 278 and 280 Melbourne Road, Newport.	
How is it Significant?	
The houses at 278 and 280 Melbourne Road, Newport are of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, the houses are significant for their associations with Mr. Roberts who designed many houses during the Interwar period. The long association of No 280 with the locally known King family is also of interest. (AHC criterion H1)	
Aesthetically, they are significant as locally rare and superior examples of architect-designed Interwar English Domestic Revival houses with a range of original features that are hallmarks of this style. (AHC criteria B2 and E1)	

History

The house at 280 Melbourne Road, Newport was constructed in 1937 for Raymond C King, who was a newsagent. The Williamstown Rate Book for 1936 lists Mr King as the owner of 'land 108'. By the following year, the description is 'RC6', presumably referring to the rendered cement (or perhaps reinforced concrete?) construction of the house with 6 rooms. The house at No. 278 was constructed in the same year and is similarly described.

It is believed that both houses were designed by a Melbourne architect, Mr Roberts, who also designed a number of houses in the Travancore and Golf Links Estates during the interwar period. He lived in Williamstown and is also believed to be the designer of several other houses in Williamstown including the one still found at the north east corner of Laverton and Victoria Streets known as 'Pevensey'.

The King family continued to own the house at 280 Melbourne Road for over 50 years. Mr King was the proprietor of the Newport newsagency from the 1920s to the 1950s and the story is told that Mr King chose this site for his family home as it was within walking distance of the newsagency.

Description

The house at 280 Melbourne Road, Newport is a single-storey, detached asymmetrical English Domestic Revival style villa with a gabled terracotta tiled roof. It is built of timber, which has had a roughcast render applied to its walls. The house is set back from two street boundaries by a garden. Other significant original elements include:

- The distinctive form, which is typical of the style
- Diagonal cement rendered chimneys with clinker brick caps
- Diamond-paned leadlight windows
- Arched entrance door with decorative steel flywire door and carriage lamp.
- A pair of varnished timber entrance doors
- Clinker brick planter box next to chimney's base
- Timber shingled roof above canted bay window

While different in plan and layout, the house at No. 278 is a similar single-storey, detached asymmetrical English Domestic Revival style villa with a gabled terracotta tiled roof. It is also built of timber, which has had a roughcast render applied to its walls.

External Integrity and condition

Generally original and in good condition.

Context

One of a number of interwar houses in Melbourne Road, but otherwise surrounded by mixture of earlier and later development.

Comparative Analysis

These dwellings are among a small number of interwar English Domestic Revival houses in Williamstown. They compare with 110 Melbourne Road, 93 Esplanade, 15 Lenore Crescent, 21 Freyer Street and 72 Victoria Street, Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Mr Roberts, King family.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler + Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Williamstown Rate Books 1936 (3369-70), 1937 (3367- 68)
- Vic O'Driscoll. (2003 owner of No. 280) pers. comm.

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Heritage Place Name	Shop and Dwelling
Address	300-302 Melbourne Road, Newport
Heritage Overlay No.	HO196
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Interwar shop

Significant Dates

c.1925, 1937

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The shop and dwelling, constructed c.1925 and extended in 1937, at 300-302 Melbourne Road, Newport.

How is it Significant?

The shop and dwelling at 300-302 Melbourne Road, Newport are of local historic and aesthetic significance to the City of Hobson's Bay.

Why is it Significant?

Historically, they demonstrate the second phase of development that occurred in Newport during the Interwar period as a result of the expansion of industry in the area. (AHC criteria A4 and D2)

Aesthetically, it is an intact example of a large Interwar commercial and residential building, which retains notable original detailing. It is also a rare Interwar example where the residence is a major streetscape component. (AHC criteria B2, E1 and F1)

History

Thematic history

Barnard (1999) notes that:

Retail shops develop with the markets they service.. At Newport the shopping centre clustered around the railway station, developing as the residential areas of the district did.

The interwar period saw a second major phase of development in the Newport area, which associated with the industrial expansion in the suburb (notably the railway workshops and associated industries)

Specific history

The buildings at 300-302 Melbourne Road, Newport were constructed in 1925 for Mr George Alexander Reid when it was described as a brick shop and dwelling of 7 rooms. The description of the building increases to 11 rooms in 1937, suggesting that major alterations were carried out, which perhaps changed it to its present appearance.

Mr Reid is initially described specifically as a 'confectioner', while later rate entries refer to him in more general terms as a 'produce merchant'. He appears to have taken a break from shopkeeping in 1939 when he is, oddly enough, referred to as an 'actor'.

Description

The building at 300-302 Melbourne Road, Newport comprises a single-storey, asymmetrical roughcast rendered brick interwar house with a pair of shops attached. The house is set back from the street by a garden. The buildings have a glazed terracotta tiled hipped and gabled roof (shops roof obscured by a rendered brick parapet). Other significant or original elements include:

House

- Leadlight on double-hung sash windows
- Tapestry brick and rendered brick projecting entrance porch
- Tapestry brick and rendered brick front fence

Shops

- Corrugated galvanised steel awning (later addition)
- Roughcast rendered finish
- Remnants of original tiles (painted over)

External Integrity and condition

Integrity – High. Condition - Good.

Context

The building is in proximity to, but outside of, the small shopping centre at the northern end of Melbourne Road. It is one of a number of interwar shops scattered along the east side of Melbourne Road.

Comparative Analysis

This is one of the best and most intact examples of an interwar shop and residence in Williamstown. It is also one of the few where the residence is a major streetscape element in its own right. Comparative examples include the shops at 196 Melbourne Road, and 225A Osborne Street.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs, Developing local, regional and national economies, Marketing & retailing

Associations

Unknown

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Williamstown Rate Books 1930 (3105), 1936 (3363), 1937 (3363)

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Heritage Place Name	Masonic Temple No. 5925
Address	405 Melbourne Road, Newport
Heritage Overlay No.	HO197
Heritage Precinct(s)	Newport Civic and Commercial Heritage Precinct

Significance

Local

Style & Type

Interwar Classical Revival

Significant Dates

1924-25

Designer

Joseph Plottel

Builder

JH Whitham



Statement of Significance

What is Significant?

The Newport Masonic Temple No. 5925, designed by Joseph Plottel and constructed by JH Whitham in 1924-25, at 405 Melbourne Road, Newport.

How is it Significant?

The Newport Masonic Temple No. 5925 is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it is significant for its strong associations with the Masonic movement and demonstrates the importance of the Masonic associations to the development of Newport and the surrounding community during the Interwar period. (AHC criteria A4 and H1)

Aesthetically, it is significant as a major and relatively sophisticated Masonic Hall design in the neo-Grecian manner, which was designed by noted architect, Joseph Plottel. Situated on a prominent corner site it is a local landmark, which makes an important contribution to the historic character of the Newport Civic & Commercial precinct. (AHC criteria E1 and F1)

History

Historical background

For working people and their families, friendly societies were important community supports in the nineteenth century. In the 1850s and 1860s, 15 friendly or mutual benefit societies were formed in Williamstown, some of them lasting longer than others. Williamstown's Manchester Unity Independent Order of Oddfellows Hall was built in 1863, the first of such halls built outside of Melbourne. The Friendly Societies' Dispensary, which represented several of the local societies, was created in 1876 and moved in the next decade into new premises in Ferguson Street. Williamstown's Masonic Hall was built in 1890. Newport's Masonic Hall came later.

Specific history

The Newport Masonic Temple No. 5925 was constructed in 1924-25 for Robbie Burns Lodge trustees and replaced an existing 4 room brick and timber hall. Designed by Joseph Plottel, the contractor (who may have also been involved in the design) was JH Whitham of 65 Mason Street, Newport (q.v.). Whitham also happened to be the secretary to the trustees of the lodge at the time, a role he continued in until his death in the 1950s; he was also a Williamstown Councillor between 1916 and 1919 and again from 1922-24.

As one of the key events which took place at the lodge, the City of Williamstown Lodge petitioned for its daughter lodge (Beacon Lodge 406 VC) which was consecrated in the new Newport Masonic Hall on 12 May 1926. The membership of the Williamstown Masons may be indicative of the general trend of Masonic activity in the area, with numbers peaking after each World War but dwindling in recent times. Perhaps as a result of this trend, the Newport Temple has been sold and is now used as an antique shop.

Joseph Plottel was a Melbourne architect who also designed the City of Williamstown Municipal offices (constructed 1918-19), and the Footscray Town Hall in 1936. The latter building is listed on the Victorian Heritage Register.

Description

This large stuccoed Neo-Grecian style design is typical of Masonic hall architecture of the twentieth century and is particularly well preserved inside and out. The entry porch is flanked by giant-order Corinthian columns, the parapet has the ox-bow motif also used in the Edwardian-era, and the façade is overlaid with trabeation, with minor Corinthian columns supporting the projecting porch. The date, 1925, and name '5925 Masonic Hall' are on the parapet entablature.

The Temple is a dominant and contributory element within the Newport Civic and Commercial precinct although it presents a largely blank elevation to the side view, showing the gabled corrugated iron clad roof behind the parapet.

The interior is well preserved with two upper level halls and one large lower hall, with stage, reflecting the history of the place. These rooms have panelled ceilings and are plaster lined.

External Condition

Generally good (partially disturbed, well preserved)

External Integrity

High

Context

A dominant and contributory part of Newport Civic & Commercial precinct, on a prominent corner site. It relates in scale and siting to the Victorian era Newport Hotel on the opposite corner.

Comparative Analysis

This large structure resembles a small number of other neo-Grecian styled Masonic buildings in the metropolitan area, such as an example in Dandenong Road Caulfield, and Harry J Little's Collingwood example of 1929.

Others in the Western Region are more austere than this example or have been altered (see Yarraville example). This building is a major twentieth century addition to the Newport commercial area, paralleled only by the Junction Hotel renovation (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Developing cultural institutions and ways of life, Forming associations

Associations

Robbie Burns Masonic Lodge trustees, Newport Masonic Lodge, JH Whitham.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Municipal Rate Books (RB)
- Sands & McDougall *Victorian directories* (D)
- Elsom, W (1934) *The History of Williamstown* p.110, photo p.89
- Margerson, S (2000) *The Williamstown Masons*

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Heritage Place Name	House
Address	471 Melbourne Road, Newport
Heritage Overlay No.	HO198
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Victorian Gothic Revival villa	
Significant Dates	
1881	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The house, constructed in 1881, at 471 Melbourne Road, Newport.
How is it Significant?	The house at 471 Melbourne Road, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as one of a small number of late nineteenth century dwellings that illustrate an early phase of development in Newport. (AHC criteria A4 and B2)</p> <p>Aesthetically, it is significant as a relatively rare example of a Victorian Gothic revival villa, which is notable for its well preserved exterior and elegant detailing in the form of the verandah and the bay window (AHC criteria B2, E1 and F1)</p>
History	<p>This 5 room timber house was built in 1881 on lots 10 and 11 for John McDonald, an inspector. He owned and occupied the house until the mid 1880s when a 'gentleman', John McDonnell (McDonald?) was the owner-occupier. After McDonnell's departure early this century, Lucy Francis Clausen owned the house until her death in 1942. She was followed by engine driver, John Einsporn.</p> <p>Both John McDonald (d.1881) and (Herbert) John McDonnell (d.1887) were buried in the</p>

Williamstown cemetery. A number of John McDonalds followed; John James, John Joseph, and John Little (1912-1965).

Description

This is an elegant weatherboard villa after the Gothic revival manner, with a gabled corrugated iron clad roof, concave verandah and window bay, all consistent with its relatively early date. The fence is related.

External Condition

Good

External Integrity

High

Context

North of the Newport Civic & Commercial Precinct, next to mainly later commercial and housing development.

Comparative Analysis

Contemporary Gothic revival dwellings in the municipality are typically religious in origin such as St Stephens Manse at 177 Melbourne Road (q.v.). This is the only known example of this style applied to a secular residence in the municipality and is also believed to be rare within the western region. It is also one of only a small number of late nineteenth century dwellings in this part of Newport. Other examples include 481 Melbourne Road (1875) and 75 Blackshaws Road (1886).

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

John McDonald, John McDonnell?, Lucy Francis Clausen

Recommendations

Statutory protection


Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Municipal Rate Books (RB)
Sands & McDougall *Victorian directories* (D)

Heritage Place Name	House
Address	481 Melbourne Road, Newport
Heritage Overlay No.	HO199
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Victorian basalt villa	
Significant Dates	
1875	
Designer	
Robert Adamson	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The house, designed by Robert Adamson and constructed in 1875, at 481 Melbourne Road, Newport.
How is it Significant?	The house at 481 Melbourne Road, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as the oldest building in Newport and illustrates the early development of this area. The bluestone construction illustrates the early quarrying industry in the Newport and Spotswood area, and it is also of interest for its associations with the locally important McIndoe family. (AHC criteria A4, D2 and H1)</p> <p>Aesthetically, it is significant as a locally rare example of an elaborate double fronted Victorian villa, which is notable for its uncommon wall material and unusual cast iron verandah detailing. (AHC criteria E1 and F1)</p>

History

This house was constructed for John B.W. McIndoe in 1875. An article in the 27 February 1875 edition of the *Williamstown Chronicle* advises that McIndoe's residence in the Melbourne Road was 'being erected'. It is probable that this is the 'bluestone house at Williamstown Junction' that architect, Robert Adamson, called tenders for in 1874 (2). Further tenders were called by Adamson for slating and tuck pointing the house (3).

By the late 1880s it was Mrs. Barbara McIndoe who resided there whilst McIndoe & Co continued their business in Thompson Street. Early rate book entries, describe Mrs. McIndoe's home as of stone and seven rooms. By 1892 the house was leased and its ownership transferred to McIndoe's executors. Barry Taylor, a bank manager; Mrs. Emily Brooks, and Alfred Young were tenants.

Wilson Evans, in *Port of Many Prows*, cites J.B. McIndoe as one of the earliest licensed grocers at Williamstown, commencing in Nelson Place in 1856 (1). McIndoe was a Williamstown councillor in the mid 1870s (4).

Description

The house at 481 Melbourne Road, Newport is a double fronted, basalt masonry Victorian villa with a high hipped and slated roof and an unusual, return cast-iron verandah with open-work supports panelled friezes and intact baluster panels. Cream bricks frame the openings and form window bays and chimneys.

Changes to the original fabric include:

- The painting of the bricks and stone
- The replacement of rain gutters and the fence.
- The removal of part of the cast-iron verandah ornament.

The present capped roof ridge may have replaced a tower; a form used contemporarily at Queenscliff and other waterside localities to view the sea.

External Integrity and condition

Integrity – Moderate. *Condition* - Fair

Context

Isolated early dwelling surrounded by development from later periods.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John McIndoe, Robert Adamson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to remove paint from stone and brick, repaint trim and re-fence frontage as original or typical.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Evans, Wilson P (1969) *Port of Many Prows* p.74

2 *The Argus* 27 March 1874, p.3

3 loc. cit. 15 June 1875, p.3, 7 August 1875, p.3

4 Wise *Victoria Post Office Directory* 1888-89; Elsum, W.H. (1934) *The History of Williamstown*, p.74

5 Williamstown Rate Books 1890 (3941), 1892-93 (4725), 1894-95 (4693); Sands and Kenny (later McDougall) *Melbourne Directory* 1898, 1907 & 1912

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Heritage Place Name	Lofts Blacksmiths (Former)
Address	519 Melbourne Road, Newport
Heritage Overlay No.	Not applicable
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Victorian cottage

Significant Dates

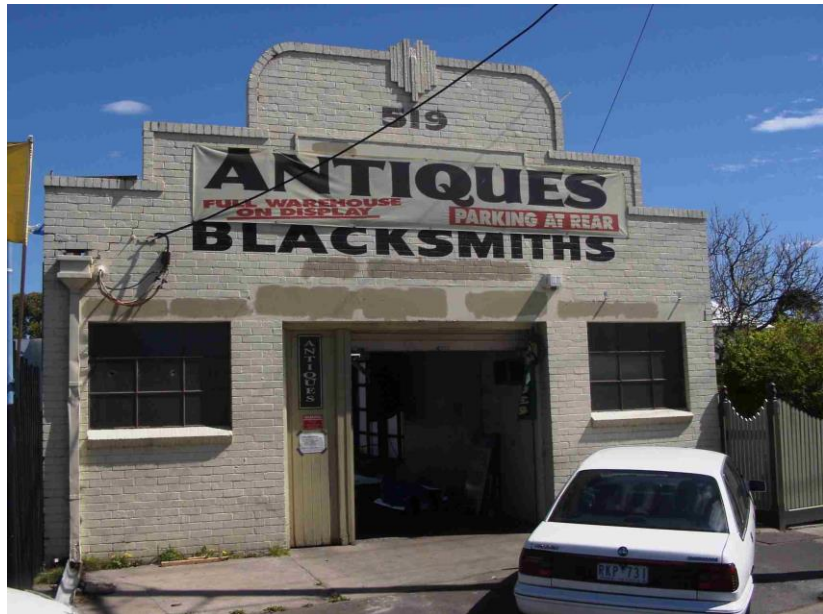
1920

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Lofts Blacksmiths (former), constructed in 1920, at 519 Melbourne Road, Newport.

How is it Significant?

The Lofts Blacksmiths (former) at 519 Melbourne Road, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a rare surviving example of a blacksmiths premise and for its long association with the locally prominent Loft family. (AHC criteria A4 and G1)

Aesthetically, it is significant as a rare and externally intact example of a small Interwar industrial building (AHC criterion E1)

History

A weatherboard residence was erected on this site for an engineer, James W Elliott, in 1910. Elliott appears to have died in 1921 aged 82. The blacksmiths shop (smithy) followed in 1920 but now under the name of George F Loft with Lily Jane Loft being listed as the rated owner. George (son of Emma and Henry) died in 1941 aged 61. By the mid 1940s Eric and Reginald Loft had taken over the smithy with Lily still in command of the house. Lily died in 1952 aged 78.

This business was featured in a 1947 survey of Williamstown industrial development, *Wealth of a City*.

Description

The original 1920 section of this parapeted smithy building has been recently stripped of its early machinery and fittings and remains a rendered masonry shell with timber trusses and added fibre cement roofing. There are later corrugated iron clad sheds at the rear.

External Condition

Fair

External Integrity

Moderate to Low

Context

Isolated next to contemporary and later housing on Melbourne Road., facing and south of major industrial development.

Comparative Analysis

When complete, this blacksmiths shop was unrivalled in the western region for its collection of early blacksmith machines and tools, however, these have been removed.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and Processing

Associations

George F Loft Eric and Reginald Loft

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	No
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) (Site 175)
- Curtain, C. et al. (1947) *Wealth of a City*
- Municipal Rate Books (RB)
- Sands & McDougall *Victorian directories* (D)

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Heritage Place Name	Spotswood Railway Workshops Complex (Former)
Address	561- 569 Melbourne Road, Spotswood
Heritage Overlay No.	HO200
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct

Significance

Local

Style & Type

Interwar Railway Workshops

Significant Dates

1927

Designer

James Fawcett

Builder

Unknown



Statement of Significance

What is Significant?

The Spotswood Railway Workshops complex (former), comprising the former Ways & Works Workshop designed by James Fawcett and constructed in 1927 and remnant mature trees, at 561-569 Melbourne Road, Spotswood.

How is it Significant?

The Spotswood Railway Workshops complex (former) is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with the Victorian Railways and illustrates the great period of expansion during the Interwar period. The Ways & Works Workshop is now the sole remaining building of this once large complex, which was a major element in the vast array of Victorian Railways industry in the municipality. The mature trees are associated with the period that the complex was established. (AHC criteria A4 and H1)

Socially, it significant for its strong associations with the Spotswood community as the remnants of what was once a major employer within this area over the many years of its operation. (AHC criterion G1)

Aesthetically, although greatly diminished by the loss of most of the complex, the remaining buildings and mature trees are significant as examples of a custom designed building and related landscape setting that illustrate the high standard of Victorian Railways architectural and landscape practice during the Interwar period under the direction of James Fawcett. (AHC criteria E1 and F1).

History

Historical background

Victoria's first railway workshops were erected at both Williamstown and at Batman's Hill in 1858. The Batman's Hill workshops did not exist very long. At Williamstown, the four or five sheds, which were intended to be temporary, were located at Point Gellibrand. They were used for the assembly of engines and carriages imported from England for use on the first Victorian Railways-built lines. The 'temporary' sheds were augmented by the addition of other workshops in which seven locomotives were built. The Williamstown workshops operated until the Newport workshops were opened in the 1880s. Like the Newport workshops after them, the Williamstown workshops provided significant local employment. In 1880, 451 men were employed here.

As early as 1860, plans were made to locate new workshops at Newport (in place of those at Williamstown at Gellibrand Point). Nothing came of this plan until 1880 when Victorian railways purchased annexes used for the 1880 Melbourne Exhibition and located one of them at Newport, calling it the Newport Carriage Workshops. It began operation in 1882. Construction of the permanent workshops at Newport began in 1884 and were completed in 1889. At the time the workshops were the largest industrial concern in Victoria. Although the earlier carriage workshop closed at this time, it reopened in 1895 to manufacture signal equipment.

Initially the Newport workshops manufactured and repaired only carriages and wagons, with locomotives manufactured by a private firm in Ballarat. From 1905 the workshops also manufactured their own engines. On an area of 130 acres, the workshops, by 1905, were a labyrinth of railway lines, workshops and stores. There was even a cricket ground. Major extensions to workshops were added in 1927 and 1930. A myriad of trades and occupations were covered by the up to 3,000 men employed at the workshops by the 1960s. It was at the Newport Workshops in the 1920s that the game of Trugo is said to have been invented by workers on their lunch hour.

Specific history

The Spotswood Railway Workshops (also known as the Amalgamated Workshops) were erected on this site in 1927 and housed the signal and telegraph manufacture and repair branch. The design is attributed to chief architect, James Fawcett. During both World Wars the workshops took on some defence engineering tasks, such as the building of tanks.

The Victorian Railways workshops in Newport and Spotswood attracted similar industries to the study area. The Australian Forge and Engineering Co's first contract was to supply iron carriages and wagon wheels to the Victorian Railways Department. (see above.) The Semaphore Iron Works was established in 1878 at Spotswood to manufacture railway signals and equipment. It was later known as McKenzie & Holland, which produced equipment for the electrification of Melbourne's rail network in the 1930s.

Description

Most of the once vast complex on this site has been demolished and the only remaining building is part of the former Way & Works workshops. Set at an angle near the front of the site, it is an austere neo-Grecian design with walls of red brick with cement render details, a parapet bearing the words 'VR Ways & Works Workshops' and has multi-paned glazing.

There are a number of mature trees, which are presumably the remnants of original or early landscaping. They include four Canary Island Palms, one mature Sugar Gum along the Birmingham Street frontage, a Monterey Cypress, Monterey Pines, and an Italian Cypress avenue along the former driveway running south west.

External Condition

Building – Poor. Trees – Good

External Integrity

Overall complex – Low. Way & Works building - Moderate

Context

The Way & Works building now appears isolated from other buildings, although it is located in proximity to the railway lines and contributes to the broader group of railway and railway-related buildings in the Newport and Spotswood area.

Comparative Analysis

This building compares with other interwar VR buildings in this area such as the Stores complex in McLister Street, Spotswood (q.v.), which is more intact, the former Newport Substation at 1 Market Street (q.v.), and parts of the Newport Railway Workshops (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Moving Goods and People, Railways

Associations

Victorian Railways, James Fawcett

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*.

Ensure that new development does not result in adverse impacts upon the existing or potential future form, condition or health of the trees.

Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.


References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*

National Trust of Australia (Victoria) Classification Report *The Melbourne to Williamstown Railway Line* File No. 6452

Sands & McDougall *Victorian directories* (D)

Heritage Place Name	Melbourne-Geelong Railway Bridge and Stone Ford over Laverton Creek
Address	Intersection Merton Street and Railway Avenue, Altona Meadows
Heritage Overlay No.	H0201
Heritage Precinct(s)	Hobsons Bay Railways Heritage Precinct
Significance	
Local	
Style & Type	
Victorian Railway	
Significant Dates	
1859	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The bluestone railway bridge and stone ford on the Melbourne-Geelong Railway at Laverton Creek, comprising the bluestone abutments, piers and roadway originally constructed in 1859, situated near the intersection of Merton Street and Railway Avenue, Altona Meadows.
How is it Significant?	The bluestone railway bridge and stone ford at Laverton Creek are of local historic and technical significance to the City of Hobsons Bay.
Why is it Significant?	Historically, it is significant as an original and contributory part of the earliest railway line to cross the region and one of a small group of stone railway bridges from the 1850s in the region (AHC criterion A4 and B2) Technically, it is significant as the only ford paved with shaped or worked stone in the municipality and as an unusual combination of road ford and rail bridge in the Melbourne area. (AHC criterion B2 and F1)

History

Historical context

Two of Victoria's earliest railway lines were begun in the City of Hobsons Bay by private companies in the 1850s, though both were soon taken over by the government. Private railways figured again later when the spur to Williamstown racecourse was extended to Altona by the company developing an estate here.

The Geelong and Williamstown Railway Lines

The first two railway lines through the City of Hobsons Bay were proposed by private companies in 1852. The Geelong and Melbourne Railway Company proposed connecting Geelong and Melbourne with a line that joined the proposed Melbourne to Williamstown line at Greenwich (later Newport). Work began on the Geelong-Melbourne line in 1853 but, with the Williamstown line not completed, a temporary spur line was constructed from the proposed railway junction at Greenwich to a specially-constructed jetty, Greenwich Pier. Initially this spur line was built solely to carry material needed for the construction of the railway.

When the Geelong line was completed in 1857, however, the Government gave permission for the line between the proposed Williamstown railway and the pier to be used for passenger traffic. The train connected with a steamer to carry passengers from Greenwich Pier to Melbourne. The Geelong - Melbourne line, which crossed the pastoral and farming country of North Altona and Newport, was opened in June 1857. A wooden bridge with rubble stone piles and abutments carried the line over Kororoit Creek. Local landowners were not happy with this arrangement so it was not long before the Geelong and Melbourne Railway Company was forced to terminate the rail journey from Geelong at 'new Platform', which is thought to have been the location of the present Newport Station. Passengers had to walk from the station to the pier to catch the steamer. The pier and the spur line were removed and by October 1857 the Geelong -Melbourne line began running through to a temporary station at Williamstown Pier on the newly-constructed Williamstown-Melbourne line. The Geelong Railway Line was sold to the Government in 1860.

Although a Melbourne and Williamstown Company had first been formed to build a railway connecting the two in 1852, it was the Melbourne, Mount Alexander and Murray River Railway Company which began building a line from Spencer Street, across the Maribyrnong River to Footscray and then parallel to the Yarra to Williamstown. When this company ran out of funds in 1856 the Victorian Government formed the Victorian Railways Department and the Williamstown line became the first completed by the Railways Department. It included a railway bridge over Stony Creek at Spotswood. The line opened in January 1859. It was the first railway line completed by the Victorian Railways. Once the Melbourne to Williamstown Rail link was completed, the Geelong trains utilised the new line to run their trains through Newport (then known as Geelong Junction) and straight on to Melbourne.

Specific History

On the evidence of construction technique, the road across the ford and on the immediate approaches, appears to be contemporary with the bridge and would therefore date from c.1855. However, parish plans and the 1933 military ordnance survey, do not show a road crossing here but rather continuing parallel on the south of the rail line to a level crossing about 500 metres to the east, then turning westward to rejoin Explosives Road about 200 metres north of the bridge. It is also evident that the explosives siding terminated south of the railway in 1915, and only later was extended under the rail and linked to Laverton Station, so that the ford and road construction may date from this period. The use of stone for a well traversed roadway was not uncommon in this period and in this area, given the easy availability of stone and the ability of the surface to take heavy vehicles.

Description

The 1850s coursed basalt abutments have drafted margins and a splayed plinth. The bridge beam, originally wrought iron girders, has been replaced with pre-stressed girders, with modifications to the bearing surface at the top of the stone work.

Pilasters to the abutments also appear to have been trimmed above track level. The approach road is evidently of "Telford" type construction, of basalt boulders set in the natural clay on a camber, with a crushed rock wearing surface and bare basalt pitchers in the ford section.

This is an unusual combination of road ford and rail bridge in the Melbourne area which compares directly with the Black Arch or Duke Street ford in Tottenham, but more generally with the former Neil Road ford Deer Park, Clarke's Road ford Rockbank and Cobbledicks Ford, Werribee. Many fords have a natural stone base.

External Condition

Good

External Integrity

Moderate to Low

Boundary Description

The bridge and ford plus land within nominally 5m of its perimeter with emphasis on fabric from the bridge and ford construction dates.

Context

Set in a flat open landscape near major industrial development.

Comparative Analysis

There are similar stone abutments on this line but none with a stone paved ford under. Bridges of this age are found only on the railways or at the old Geelong Road deviation at Brooklyn (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Transporting people

Associations

Geelong and Melbourne Railway Company, Victorian Colonial Government

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*

Heritage Place Name	House
Address	37 Milford Street, Newport
Heritage Overlay No.	Not applicable
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Interwar Californian Bungalow	
Significant Dates	
1930	
Designer	
Unknown	
Builder	
David Boyd	
Statement of Significance	
What is Significant?	The house, constructed in 1930, at 37 Milford Street, Newport.
How is it Significant?	The house at 37 Milford Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as part of a precinct of interwar dwellings that demonstrate the growth of Newport during the interwar period and for its long association with the Boyd family, including David Boyd who presumably built (and possibly designed) the house. (AHC criteria A4 and G1)</p> <p>Aesthetically, it is significant as an unusual example of the Californian Bungalow style, which is notable for its distinctive features and asymmetrical plan that are not found on other contemporary examples within the municipality. (AHC criteria E1 and F1)</p>
History	The history of this site revolves around the Boyd family. Samuel Boyd, a blacksmith, erected the first 6 room weatherboard house on this site in 1907. Lily Boyd followed him as the rated owner with David Boyd (Lily and Samuel's son), a builder, occupying the house in the 1920s-30s. It was presumably David Boyd who erected the present house on this site in 1930 as a 3 room weatherboard building. David occupied the house, presumably until his death in 1954 aged 57.

Description

This red brick Marseilles pattern tiled house is on a corner site, addressing the corner in a derived Californian Bungalow styling. The brick pier and pipe fence appear original. Distinctive elements include the window bays, the angled promontory siting, the complex hipped and gabled roof, and the extensive return verandah.

External Condition

Good

External Integrity

High

Context

Set within a predominantly interwar housing estate to the north west of the Melbourne-Geelong railway.

Comparative Analysis

This is a superior example of the many inter-war houses found in the Newport and Spotswood areas. There are no comparable examples with the same design articulation or range of decorative details.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

Samuel Boyd, Lily Boyd, David Boyd

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: No – Recommended for exclusion from HO by Independent Review conducted in May 2003.

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*

Municipal Rate Books (RB)

Sands & McDougall *Victorian directories* (D)

Victoria Government Gazette 4 August 1914

Heritage Place Name	Cherry Lake
Address	Millers Road, Altona
Heritage Overlay No.	Not applicable
Heritage Precinct	Not applicable

Significance

Local

Style & Type

Cultural landscape

Significant Dates

c.1840

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

Cherry Lake, established c.1840, at Millers Road, Altona.

How is it Significant?

Cherry Lake is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its associations with the early pastoral settlement of this area in the 1840s when it was used as drinking water for the stock of early graziers and provided a landmark for surveyors mapping the area, as well by its ownership to the pioneer William Cherry. (AHC criteria A4 and H1)

Socially, it is significant as a major recreational park within Altona that is highly valued by the local community. (AHC criterion G1)

Aesthetically, it is significant as a major cultural landscape element, which is a local landmark and an integral part of the identity of the Altona area. (AHC criteria E1)

History

The area now covered by the City of Hobsons Bay is at the eastern edge of a basalt plain that stretches across most of Western Victoria to the Yarra River and Port Phillip. It was formed millions of years ago by a series of lava flows from volcanoes, which covered the plain. While the Bay and the Yarra River form the southern and eastern limits to the Study Area, in the north the Stony Creek divides Hobsons Bay from its neighbours. Skeleton Creek forms a partial boundary in the west. Kororoit Creek bisects the Study Area from north to south and Laverton and Cherrys Creeks drain from the north into what were once seasonal swamps (now Truganina Swamp and Cherry Lake). Early European visitors found stony ground, with good grassland to the west, mud flats along the coast at what is now Williamstown, and a 'she-oak forest' skirting the coastline.

Two pastoral licensees in the Hobsons Bay area were Robert Wrede, who held a license for 'Truganina and Altona' from 1842 onwards and Alfred Langhorne, who had the Truganina or Laverton station from 1836 onwards. Wrede's house is said to have been near the beach end of Millers Road. It is certainly marked on early maps, close to the beach in this area.

Hoddle's plan from 1850 shows the lake as a 'lagoon' near what was to be RW Wredes' 100 acres and east of Henry Miller's 640 acre holding (later annotations on the map). Wrede was said to have relied on the lake for his stock although slightly brackish.¹ Another plan of 1914 shows the lake extending into Miller's land (1852) and 102 acres held by R Clough (1870s). William Cherry owned 44 and 88 acre lots to the east of the lake, south of the Kororoit Creek, each dated 1866 (Truganina Parish T109/2). A small lake south of the main Cherry Lake occupied what is now the Grant Reserve while another larger body of water occupied the site where the Cheetham salt works were set up. William Cherry purchased Wrede's 100 acre pre-emptive right in 1861 after Wrede's death in 1857. The property contained Wrede's homestead, among other improvements.

...many large areas of the municipality had been set aside for government or public purposes (but not recreational), throughout the area's history. The earliest of these was Point Gellibrand, where land for government purposes was reserved in 1839. In the mid-1990s Melbourne Parks and Waterways, together with the City of Hobsons Bay, proposed connecting many of these public lands into a 'Williamstown-Altona Coastal Parklands', incorporating all Crown and Council owned land on the coast between Laverton Creek and Point Gellibrand. This includes Point Gellibrand, the foreshore areas of Seaholme, Williamstown and Altona, Altona Sewerage Treatment Plant, Truganina Swamp, Truganina Explosives Reserve, Altona Tip, Cherry Lake and the Altona Coastal Park.

Cherry Lake is one of the most important urban wetlands in the metropolitan area, with the Lake Reserve approximately 130 hectares in area, 70 ha of which is the lake itself. originally this was only a periodic swamp, but drainage programs by the MMBW in the 1960s and 1970s have created a permanent lake with a regulated water level. In 1974 a beautification program was commenced with extensive plantings of natural vegetation, which has made Cherry Lake an important haven for many birds and a delightful recreation area.

More recently the all weather track around the lake has been constructed with the aid of groups such as Kemcor (now Qenos), Habitat and Friends of Cherry Lake. The main habitat of the Altona Skipper Butterfly is at Cherry Lake and Truganina Reserve (A Linkes, 2000). A plaque at the lake describes the opening of the athletic track & playground by Mayor WH Summers on 1 August 1976, and the reopening of the reclaimed swamp as a lake.

¹ Priestly, Susan p.76

Description

This lake resembles its historical form but its setting has changed dramatically in part, particularly the proximity of refineries. However the presence of the refineries has also created a buffer zone which has stopped residential development from encroaching on the lake. Revegetation of its banks has been an important step to reclaim this major historical landmark in the City.

Along the pathways created around the lake are a number of information panels which include descriptions of the indigenous vegetation around the lake, such as tangled lignum, cumbungi, sea club-rush, rounded noon flower, and chaffy saw sedge.

Another panel deals with the history of the lake, with William Cherry noted as a horse breeder among his other farming activities, having provided horses for the British Army in India. Cherry is said to have driven his stock from his pre-emptive right (entered at the east end of Civic Drive) north along Altona Road across the 'stepping stones' (ford) in the Kororoit Creek and on to the abattoirs which were once on part of the rifle range reserve. There is a picture of what presumably is the Cherry family in front of a random basalt rubble house.

Another panel deals with the seasonal variations of the lake over time, with dry weather making its banks a good race track in past times and its dry bed providing a source of dust for the surrounding residents. Flooding into nearby houses is said to have inspired the construction of a levee bank between it and the Kororoit Creek and a weir built along Millers Road after the 1963 floods. An outfall was established into the bay and later a bore pump installed that allowed the lake to remain at a fairly constant level by the late 1960s and further recreation development to occur.

External Condition

Fair

External Integrity

High

Context:

An unusual context for the metropolitan area, the lake adjoins a coastal strip as well as intensive petrochemical industrial sites.

Comparative Analysis

As a body of water in the metropolitan area with early pastoral associations, this lake is one of a small number, discounting rivers and creeks.

Thematic Context

Principal Australian Historical Theme(s)

Engaging in primary production, Developing sheep and cattle industries

Associations

RW Wrede, Henry Miller, William Cherry

Recommendations

Statutory protection


Hobsons Bay Planning Scheme:	No
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Priestley (1988) *Altona. A Long View* pp.45-46, 51-52, 69-70, 80, 206-07, 264, 293, 307
Land Victoria - parish plan put-aways
A Linkes, 2000, pers. com.

Heritage Place Name	Standard Vacuum Refining Co. Complex (Former)
Address	351-381 Millers Road, Altona North
Heritage Overlay No.	<i>Not applicable</i>
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Industry - Oil Refinery	
Significant Dates	
1949-53	
Designer	Stephenson & Turner
Builder	Braun Transworld
Statement of Significance	
<p>What is Significant?</p> <p>The Standard Vacuum Refining Co complex (former), now Mobil Oil Refinery, comprising the buildings and plant generally constructed between 1949-60, at 351-381 Millers Road, Altona North.</p> <p>How is it Significant?</p> <p>The Standard Vacuum Refining Co complex is of local historic, social, technical and aesthetic significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Historically, it is significant for its strong associations with the development of the oil industry in Australia as one of the oldest continuously operating oil refineries in the country. It is also significant as a major refinery and office complex that illustrates the immense industrial expansion of the City and Victoria in the post World War 2 period. The size of the complex had a significant impact on the economy of the State of Victoria and led to the establishment of a petro-chemical complex within this area with a number of associated firms such as Australian Carbon Black by the 1960s. The complex has associations with Standard-Vacuum Oil and later Mobil Oil who have played important roles in the development of the petrochemical industry in Victoria. Parts of the complex have associations with the important architectural firm of Stephenson & Turner. (AHC criteria A4 and H1)</p> <p>Socially, it significant for its strong associations with the local community as one of the first major industries in the Altona area and one of the largest employers over a long period. It is also significant for its associations with the development of the labour movement in Australia through the introduction of the concept of collective bargaining techniques, which were first used at this site. (AHC criteria D2 and G1)</p> <p>Technically, it is significant for early plant and equipment such as the Thermoform Catalytic Cracking Plant, which is unique in the State. (AHC criterion F1)</p>	

Aesthetically, although altered, the c.1955 office block is significant as a good example of modernist design that illustrates the progressive nature of the Standard-Vacuum company and investment made in the establishment of the complex at the time. (AHC criterion E1)

History

Specific history

Construction of the Standard-Vacuum refinery complex at Altona North was commenced in 1946 and production commenced by July 1949. The 1950s was a boom time in the oil industry. In 1953 the total market for refined projects was around 43 million barrels, of which only 7 million were refined locally. By 1958, this figure had jumped to 71 million barrels, of which 63 million were refined locally. Consequently, Standard Vacuum made plans to extend the refinery soon after it came on stream. (Allom Lovell 2002:25-26)

A Californian corporation, Braun Transworld, was contracted to build the new plant along with its engineering techniques. Early in 1953, it negotiated agreements with twenty unions and 1700 workers, which entitled employees to a weekly wage of £1 higher than award rates. Bonuses were also paid. Consequently, work began on the enlarged refinery in 1952 and was completed in a remarkable 22 months.

The area covered by the new facility was 340 acres and at the same time the company also reclaimed four and a half acres of land and rebuilt the Breakwater Pier at Williamstown for delivery of crude oil to be piped to the refinery. Four huge transit tanks were also erected at Williamstown.

The expanded refinery was opened on 4 April 1955 in 'lavish style' at a ceremony attended by over 1200 guest presided over by the Prime Minister, RG Menzies. Originally estimated at £7.5 million, the final cost of the expansion was subsequently increased to a massive £20 million. In telling comparison, Menzies pointed out that not long before the war, that had been the size of the total federal budget. (Priestly 1988:218)

Although the refinery included 'a million feet of pipe with 60,000 welded joints, ... 300 miles of electrical wiring, six miles of paved roads, five acres of concrete paving and 19 buildings' in pride of place was the Thermofoor Catalytic Cracking Plant, a towering landmark, 268 feet high.

A number of new office and administration buildings designed by Stephenson & Turner, were constructed facing Millers Road and Kororoit Creek Road. The striking modern design of the two storey administration building (now the Pegasus Centre) at the south west corner of Millers Road and Kororoit Creek Road was cited in the RVIA 1956 Olympics guide to the State's architecture as an example of the industrial expansion of the post WW2 era. The new amenities block included a full cafeteria and an auditorium seating four hundred which was suitable for plays, concerts and film (Priestly 1988:217)

The *Williamstown Chronicle* described the 'dream standards' of accommodation in the new administration block, which was air-conditioned and heated with natural light filtered by tinted glass, visor shade and outside aluminium louvers. Priestly (1988:217) observes that:

It was Collins Street comfort set in sweeping plains, among the best mushrooming country near Melbourne.

The noted landscape gardener, John Stevens, was involved with the landscape design of this complex, as well as the Shell Oil Refinery in Geelong. (Hendry, 2000)

The expansion of the plant allow Standard-Vacuum to vastly extend the refinery's product range into motor vehicle fuels and, in 1956, it produced Australia's first locally made aviation gasoline.

The size of the complex and its workforce led to the opening in 1953 of a dedicated railway station at a location, quite near to the old Williamstown Racecourse station, which was dismantled in 1951. The Standard Vacuum Platform as it was originally known was built initially for the use of employees of the new refinery. Its name was soon changed to Mobiltown and it was available to general passengers from 1958.

Other key periods in the development of the plant include:

- In 1958, Mobil announced the construction of a major petrochemical plant next to the Altona Refinery in Melbourne that produced its first products for sale in June 1961.
- The discovery of vast reserves of crude oil and gas in the Bass Strait in the early 1960s changed the Australian refining industry dramatically, as all companies changed to processing the locally

produced oil instead of importing their raw materials. In 1970 further expansion and modification of the Altona Refinery near Melbourne was completed, making it possible for Bass Strait crude to be processed in the plant.

The refinery attracted the beginnings of Australia's most significant petro-chemical conglomerate. First came Australian Carbon-Black (now occupied largely by Cabot Australasia), which soon became noted for the carefully landscaped and maintained gardens in its grounds. The following year the Altona Petro-Chemical Company commenced producing ethylene and butadiene, materials used in the production of plastics and rubber. Other major companies followed: Australian Synthetic Rubber, BASF Australia, Commercial Polymers, Dow Chemical, BF Goodrich Chemical and Hoechst Australia, forming the Altona Petrochemical Complex. The companies operated independently, but were able to take advantage of being located close to each other in terms of using raw materials and sharing some services. The complex expanded over the next 20 years to meet increases in local and export demand.

The complex now makes a vital contribution to Victoria's economy. It is one of Australia's largest industrial centres and is the biggest single employer in the Western suburbs, representing 1.3% to 2.2% of the state's manufacturing industry labour force. The complex accounts for 44% of the output of the basic chemicals sector of the Victorian economy and 3.3% of the total Victorian manufacturing industry input.¹ Beyond those directly employed by the complex, many other jobs in the state stem from its activities. For every job provided in the complex, another 1.6 jobs are made available throughout the Victorian economy.² Employment opportunities directly provided by the Altona Chemical Complex amount to about 9% of the western region's total labour force and about 23% of the manufacturing employment in the region.³

After 1960 the refinery became known as PRA (Petrol Refineries Australia) and is now referred to as the Mobil Altona North Refinery. Mobil has now embarked on a long term program to modernise the Altona Refinery, including the installation of a new catalytic cracking unit, to help make the refinery among Australia's most efficient. The modernisation will equip the refinery with new, ultra-modern process equipment designed to meet increasingly stringent environmental and product quality requirements and providing the flexibility to handle a wide range of crude oil feedstocks' { Mobil Australia}.

History of Mobil Oil Australia

Mobil was the first oil company in Australia. It began as Vacuum Oil, opening the Queen Street, Melbourne, branch in February 1895, less than 30 years after Vacuum first started operations in the United States. Vacuum Oil's first salesman in Australia, Mr David Clarke, sold the company's first barrel of lubricating oil to a gold mining operation at Eaglehawk, near Bendigo, on his first day in the job.

In March 1904, Vacuum Oil was officially incorporated under Victorian Law as a proprietary company, and in 1906 the company issued Australia's first ever chart of "Recommendations to Motorists" covering about 200 makes of car. By 1908, Vacuum was growing rapidly and merged with the Colonial Oil Co, a company marketing kerosene and motor spirit, adding to Vacuum's specialty lubricant products. In 1916, Vacuum introduced its "Plume" and "Laurel" brands to the Australian market and a year later brought its first 100 gallon, horse drawn tank wagon into service.

As motor vehicles became more popular in Australia, Vacuum expanded its operations. In 1924 Vacuum opened its first bulk petroleum products terminal at Pulpit Point in Sydney and took delivery of its first imported bulk oil products cargo, a 1.5 million gallon shipment carried from the United States by the tanker "HT Harper". A decade later, Vacuum introduced "Ethyl", Australia's first Super grade motor spirit. Around the same time in the US, Vacuum's parent company, Vacuum Oil Inc, merged with the Standard Oil Company of New York to become Socony Vacuum, then Socony Mobil that ultimately became Mobil Corporation.

Socony Mobil introduced the Flying Red Horse (Pegasus) logo. It appeared in Australia in 1939 and became one of Australia's best recognised corporate symbols. In October 1946, Mobil began constructing the Altona oil refinery. The refinery commenced operations in June 1949, initially making lubricating oil and bitumen from imported crude oil.

In 1973 Mobil Oil Australia announced its return to the production of lubricating oils in Australia and

¹Shire of Altona (1965) *Altona, A Good Place to Live and Work* (pamphlet)

²Thomas Mandeville (1985) *The Impact of the Altona Chemical Complex on the Victorian Economy* (pamphlet)

³Mandeville, op cit.

commenced construction of a lubricating oil refinery alongside the existing Adelaide fuels product refinery. The lubricating oil refinery, the most modern one in Australia, opened in 1976.

In 1985, Mobil Oil Australia negotiated a major asset swap with BP Australia in which Mobil vacated the Perth retail market in exchange for acquiring a large portion of BP's South Australian, Victorian and New South Wales retail market.

Two years later, Mobil completed a major upgrade of its Yarraville bulk fuels terminal in Melbourne to create the most efficient and technologically advanced petroleum products terminal in Australia.

In late 1990, MOA announced the purchase of Esso Australia's refining and marketing operations. This gave MOA 100 per cent ownership of Petroleum Refineries (Australia) Pty Ltd, the company that operated both the Altona and Adelaide refineries. Completed in January 1991, the acquisition lifted Mobil to second place among the petroleum marketing and refining companies in Australia.

In December 1995 Mobil re-entered the West Australian market when it purchased the service station network and wholesale business of Amgas. A program of investment and expansion in Western Australia will take place over the next few years through upgrading the chain and building new sites.

Description

The complex includes the following buildings:

- The refinery itself comprising various equipment, pipes, tanks and stacks, all set out on a rectilinear grid between the railway, Millers Road and Kororoit Creek Road. It includes the 248 feet high Thermoform Catalytic Cracking Plant (now decommissioned), which is thought to be the last vertical catalytic cracker in Australia.
- The auditorium, canteen and locker building, located at the north-east corner of Kororoit Creek Road and Millers Road, which has a flat roof, is clad with cream bricks and has aluminium framed windows with green glass panels. This is one of the buildings designed by Stephenson & Turner.
- The former office/laboratory building (now the medical centre), which is a concrete block with a hip roof building facing Millers Road.
- The former Administration buildings, designed by Stephenson & Turner, on the south west corner of the Millers-Kororoit Creek Roads intersection. This building was pictured in the guide to architecture in Victoria, which was produced by the RVIA for the 1956 Olympics. This building has since been changed by a general renovation in recent times.
- A tank farm on the south side of Kororoit Creek Road. The number of tanks has been greatly expanded since the 1940s.

The plant has also been expanded, with some additional land occupied to the east, but the original plant has not been radically changed. An aerial view of the site titled "January 1955 The new refinery already looks complete" shows little change from recent aerial views. (Priestley 1988:206)

External Condition

Good

External Integrity

Substantially intact/some intrusions, with the exception of the administration and cafeteria.

Context

Set in an open industrial landscape which is complemented by the Kemcor Australia (now Qenos) plant further to the west, separated by Cherry Lake.

Page 672 of 1082

Comparative Analysis

The integrity of the plant is high to its 1940s-50s development stages and thus it is perhaps the most complete complex of its kind in the region from this key era. Another example is the Kemcor Australia (now Qenos) plant which has many new elements.

Thematic Context

Principal Australian Historical Theme(s)

Utilising mineral resources, Extracting oil & gas

Associations

Standard-Vacuum Refining Company (Australia) Ltd., Mobil Refining Australia Pty Ltd, Stephenson & Turner

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	No
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
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- Strahan, L 1994 *At the Edge of the Centre. The History of Williamstown*. p.378
- Priestley, S (1998) *Altona. A Long View* pp.206-07, 216-19
- Standard Vacuum Refining Company (Australia) Ltd. 1955. *Altona Story* (SVRC)
- Mobil Australia web site history, www.mobil.com.au.
- Hendry, M in *Australian Garden History* V.12 N.1 (July/August 2000) p.19
- Vines, G. (Biosis Pty Ltd), 2015, *Altona Refinery Conservation Management Plan*

Additional Images


The image on the cover is an overall view of the complex. Additional images are provided below.



Above: c.1955 view showing Thermoform Catalytic Cracker in centre. Below: Cafeteria

Administrative building (Pegasus Centre) designed by Stephenson & Turner and constructed c.1955



Heritage Place Name	Main Outfall Sewer
Address	Millers Road to Princes Highway, Brooklyn
Heritage Overlay No.	HO203
Heritage Precinct(s)	Not applicable
Significance	
Local & State (VHR H1932)	
Style & Type	
Cultural Landscape	
Significant Dates	
1896-97	
Designer	
Melbourne & Metropolitan Board of Works	
Builder	
Unknown	
Statement of Significance	
What is Significant?	
<p>The route of the Main Outfall Sewer reserve (part), constructed in 1896-97 along a route within the municipality extending from the MMBW Brooklyn Pumping Station in Millers Road to the Princes Highway.</p>	
How is it Significant?	
<p>The route of the Main Outfall Sewer reserve (part) is of local historic and technical significance to the City of Hobsons Bay. It is also of historical and scientific (engineering) significance to the State of Victoria (Refer VHR H1932).</p>	
Why is it Significant?	
<p>Historically, the Main Outfall Sewer is significant as an integral part of a visionary scheme, which meant a vast improvement in Melbourne's public health and enabled the expansion of the metropolitan area for more than 60 years. It was one of the largest public works projects ever carried out in Australia and one of the most effective sewerage systems in the world. It has strong associations with the formation of the Melbourne and Metropolitan Board of Works as one of the first major projects carried out by the authority and illustrates the important role of this organisation in the development of Melbourne at a critical time in its history. (AHC criteria A4 and H1)</p>	
<p>Technically, the Main Outfall Sewer is significant as a major link in the most extensive engineering project undertaken in Victoria to that date. The concrete and brick open and covered sewer is a fine example of the technology of the period and exhibits a high level of integrity. (AHC criterion F1)</p>	
<p><i>Note: Included on the Victorian Heritage Register as VHR H1932.</i></p>	

History

The distinctive Spotswood Pumping Station, which now forms part of Museum Victoria's Scienceworks Complex, was built on the river at Spotswood at about the same time that other industries were establishing themselves near the water here. The pumping station was the centrepiece of Melbourne's new sewerage system installed in the 1890s in a bid to combat the filth and disease suffered by a growing metropolis with no adequate solution to human waste disposal.

The Melbourne and Metropolitan Board of Works (MMBW) was established especially to build the system, which connected households to three main trunk sewers, all leading (under the river) to Spotswood, the lowest point in the system. At the pumping station, steam engines (later replaced by electricity) worked to pump the sewerage up a rising main to join the main sewer outfall at the head of the pumping mains near Millers Road at Brooklyn. The main outfall sewer then carried the sewerage to the Werribee Treatment farm, where it was purified and discharged into the sea. Work began on building this system in 1891 and in 1892 the Board bought the land for the pumping station from the Spottiswoode Land Company. It was not until 1897 that the first steam engine was put into operation. In 1921 the Pumping Station was turned over to electricity.

In the 1950s, when the system was becoming inadequate to cope with Melbourne's enlarged population, the mains between Spotswood and Brooklyn were replaced, by-passing the old pumping station to reach a new pumping station at Brooklyn. The Spotswood Pumping station ceased operation in 1965 when the Brooklyn Pumping Station was completed, although it still has the capacity to be used for emergency pumping if necessary.

The installation of the sewerage system had an immediate effect on public health in Melbourne. In the decade to 1910 the death rate from typhoid fever fell by 72 % and the overall death rate fell from 18 to 12.6 per 1000 inhabitants. As important as the sewerage system and pumping station were to the health of the city, they also represented the 'largest civil engineering undertaking of the 19th century in Australia'. The exterior of the pumping station buildings, with their mansard roofs and decorative brickwork, reflect the significance of the undertaking and the remaining interior fittings illustrate the place of steam technology in the development of Victorian industry.

The location of the pumping station at Spotswood links it with the development of other large industrial concerns in this locality at the time, as farm land along the river was taken over. Not only was Spotswood the lowest point in the system, but its location on the river, with a spur railway built to it, made the delivery of coal needed for powering the engines, easy. Unlike many of the study area's industries, the operating pumping station did not provide large scale employment, although at the beginning of the century, most of the employees were locals, living in Williamstown, Newport, Spotswood, Yarraville and Footscray.

The work of building the pumping station and the sewers did offer employment to local men during the harsh depression of the 1890s. Most of the work of constructing the system was completed by contractors, some of them local firms. Work on the sewer and the search for work itself generated a temporary village at Brooklyn in the 1890s. In 1893, as a bridge was built to carry the sewer across Kororoit Creek and work progressed on the drains on either side of the creek, a 'temporary police headquarters' was positioned in 'the future township of Brooklyn' [presumably the village reserve] near the Guiding Star Hotel. Men living in 'tents, cornsack dwellings and other human habitations...gave the place the appearance of a gold-fields rush in the early days and descended] almost to the creek'. The Guiding Star was doing a roaring trade. Ironically, when the new pumping station was opened at Brooklyn in the 1960s, it could be operated by only one staff member. A Sewerage Treatment Plant at Altona West now treats effluent from surrounding housing estates.

Description

The outfall sewer begins at the end of the rising main from the Spotswood Pumping Station in Douglas Parade, and travels underground to the Brooklyn Pumping Station at 89 Millers Road. From here it is visible above ground as a treed reservation running alongside the entrance driveway to the Brooklyn Pumping Station and parallel to the Millers Road City bound on-ramp to the West Gate Freeway. The trees appear to be mature sugar gums that possibly date from after the opening of the Brooklyn Pumping Station in 1965.

The track then crosses Millers Road before turning to the north west and crossing the Princess Highway at Cypress Avenue Brooklyn to continue south west under Dohertys Road at Laverton North and then generally follows the Old Geelong Road through Laverton. It then runs on the north side of the Princes Highway until Werribee where it crosses the highway heading to the south before entering the Metropolitan Farm.

The major features of the sewer are located within the City of Wyndham and include the elevated and covered channels which are generally concrete lined, and the impressive stone, brick and concrete viaducts over Kororoit Creek and the Werribee River. A lesser viaduct crosses Skeleton Creek (Vines, 1989).

The western plains provided a great opportunity for the construction of the system which allowed it to become one of the world's most effective, with large areas of cheap land, low rainfall and a high evaporation rate. (ibid). The sewer is under constant renewal with new mains being laid beside the existing which has allowed retention of the system, albeit rendering it redundant.

External Condition

Good

External Integrity

High

Context

Traverses open flat country with ever increasing development along its path.

Comparative Analysis

The only similar undertaking is the Brooklyn pumping station and sewer line which is relatively recent.

Thematic Context

Principal Australian Historical Theme(s)

Providing services, Providing sewerage services

Associations

Melbourne and Metropolitan Board of Works

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – H1932
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References


Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*

Vines, G and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) Site 259

Heritage Victoria File No. HER00000138

Melbourne topo plan 1933 shown

Heritage Place Name	MMBW Brooklyn Pumping Station
Address	87 Millers Road, Brooklyn
Heritage Overlay No.	HO204
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Postwar Featurist industrial (Pumping Station)	
Significant Dates	
1960-64	
Designer	
Leslie M Perrott & Partners, MMBW	
Builder	Unknown
Unknown	
Statement of Significance	
What is Significant?	The MMBW Brooklyn Pumping Station complex, comprising the Pumping Station, Screenwell buildings and Penstock Well building designed by Leslie M Perrott & Partners in association with the MMBW and constructed in 1964, at 87 Millers Road, Brooklyn.
How is it Significant?	The MMBW Brooklyn Pumping Station complex is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant for its strong associations with the Melbourne & Metropolitan Board of Works as one of the biggest projects undertaken by the MMBW since the 1890s. It demonstrates the growth of Melbourne in the post war era. (AHC criteria A4 and H1)</p> <p>Aesthetically, the pumping station is significant as a rare example of an architect-designed postwar industrial building, which is notable for the distinctive roof form that sought to follow recognised contemporary architectural trends. (AHC criteria E1 and F1)</p>

History

Historical background

The distinctive Spotswood Pumping Station, which now forms part of Museum Victoria's Scienceworks Complex, was built on the river at Spotswood at about the same time that other industries were establishing themselves near the water here. The pumping station was the centrepiece of Melbourne's new sewerage system installed in the 1890s in a bid to combat the filth and disease suffered by a growing metropolis with no adequate solution to human waste disposal.

The Melbourne and Metropolitan Board of Works (MMBW) was established especially to build the system, which connected households to three main trunk sewers, all leading (under the river) to Spotswood, the lowest point in the system. At the pumping station, steam engines (later replaced by electricity) worked to pump the sewerage up a rising main to join the main sewer outfall at the head of the pumping mains near Millers Road at Brooklyn. The outfall sewer then carried the sewerage to the Werribee Treatment farm, where it was purified and discharged into the sea. Work began on building this system in 1891 and in 1892 the Board bought the land for the pumping station from the Spottiswoode Land Company. It was not until 1897 that the first steam engine was put into operation. In 1921 the Pumping Station was turned over to electricity.

In the 1950s, when the system was becoming inadequate to cope with Melbourne's enlarged population, the mains between Spotswood and Brooklyn were replaced, by-passing the old pumping station to reach a new pumping station at Brooklyn. The Spotswood Pumping station ceased operation in 1965 when the Brooklyn Pumping Station was completed.¹

Specific history

The expansion of the sewerage pumping system at Spotswood had been planned in the 1950s. The station and the associated trunk sewer was to be the biggest project undertaken since the 1890s by the MMBW. It required excavation through major areas of basalt. Drilling also struck difficulties in 1960 due to ingress of water but the link with the sewer was achieved in 1964.²

¹ Barnard (1999)

² Dingle, T *Vital Connections* p.289

Description

The original MMBW Brooklyn Pumping Station complex comprises the following buildings and other elements:

- The pumping station, which is a four storeys in height and constructed of orange brick, with a distinctive 'zig zag' roof profile, and steel framed glazing. The 'zig zag' motif used on the roof is redolent of the 1960s and was also used in the better known Southern Cross Hotel, Melbourne, which was also designed by Leslie M Perrott & Partners and built in 1960-62. Internally the pumping station has been updated with some pumps and motors replaced, but is fundamentally as designed. The main hall is basically an open area originally used for erecting and installing plant and now for maintenance. Below are the 50 metre deep pump wells.
- Associated with the pumping station are the penstock well house and two screen well houses to the east, which replicate the plan of the former Spotswood pumping station. The penstock and screen well houses are similar in style to the pumping station with reinforced concrete frame and orange brick panels, but with a flat roof profile.
- Later additions including the office extension on the west and the workshop to the north of the pumping station building, and the detached office block are intrusive elements. The treed reserve for the rising main sewer outlet - originally part of the Spotswood scheme - can be seen to the west of the complex on the south side of the entry road.

This building is of orange brick 4 storey, with a zig zag roof, and steel framed glazing. It replaced the steam powered Spotswood Pumping Station with a new gravity sewer and rising main. The zig zag motif is redolent of the 1960s as also reflected in the better known Southern Cross Hotel, Melbourne, also designed by Leslie M Perrott & Partners and built in a similar period 1960-62.

External Condition

Excellent

External Integrity

Moderate

Context

Set next to major industrial development.

Comparative Analysis

Only the 1890s pumping station is comparable with the type, but is of another era. The building can also be compared to boiler houses, such as the earlier example at Bradmill's, City of Maribyrnong or the BP mixing tower in Spotswood.

Thematic Context

Principal Australian Historical Theme(s)

Providing services, Providing sewerage services

Associations

Melbourne and Metropolitan Board of Works, Leslie M Perrott & Partners

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes – To the extent of the Pumping Station building only.
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) (Sites 185, 204 and 259)
- Dingle, Tony and Rasmussen, Caroline (1991) *Vital Connections, Melbourne and its Board of Works, 1881-1981*

Heritage Place Name

Williamstown Tennis Club Pavilion

Address

73 Morris Street, Williamstown

Heritage Overlay No.

HO206

Heritage Precinct(s)

Point Gellibrand Heritage Precinct
Government Survey Heritage Precinct

Significance

Local

Style & Type

Interwar clubhouse

Significant Dates

1928

Designer

Morsby & Coates

Builder

Unknown



Statement of Significance

What is Significant?

The Williamstown Tennis Club pavilion, designed by Morsby & Coates and constructed in 1928, situated within the foreshore reserve at 73 Morris Street, Williamstown.

How is it Significant?

The Williamstown Tennis Club pavilion is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it demonstrates the increasing popularity of tennis in Williamstown during the Interwar years. (AHC criteria A4 and D2)

Aesthetically, it is significant as a locally superior and intact (both internally and externally) example of an Interwar sporting pavilion, which is notable for its unique design in an eclectic style. (AHC criteria B2, E1 and F1)

History

The Williamstown Lawn Tennis Club pavilion was designed by Mr Paton who worked for the prominent architectural firm of Morsby & Coates and was opened in September 1928. Morsby & Coates also designed the Croquet Club pavilion at 114 Victoria Street, which was opened one year later.

Description

The Williamstown Lawn Tennis Club pavilion is a symmetrical building with a large hipped tiled roof and semi-recessed central entrance verandah, surmounted by a large compressed twin gable. An eclectic design, it combines unrelated elements such as the English Domestic Revival twin-peaked gable and tall verandah post with elongated Edwardian brackets with horizontal 'Moderne' grouped windows.

The interior (not fully intact) has a central clubroom with half timbered ceiling, dark stained woodwork and grouped glazed entrance doors to the verandah, all repeated in the later Croquet Club. The social basis of 1920s suburban tennis is portrayed in the rooms on each side of the clubroom with interior change rooms and toilet facilities for each sex of equal size. The interior lockers, kitchen servery window, door handles and obscure glass are identical to those in the Croquet Pavilion.

Integrity and condition

Integrity – High. *Condition* - Good.

Context

Situated within foreshore parkland adjacent to the Williamstown Football Oval.

Comparative Analysis

The Williamstown Lawn Tennis Club Pavilion directly compares with the Williamstown Croquet Club Pavilion, which was designed by the same architectural firm and opened one year later. Keeble (2000) notes that "Other Williamstown sports club buildings are relatively utilitarian buildings" and cites older examples as including the Williamstown Ladies Bowls (Dennis Reserve), and the former Tennis (now Lacrosse) and Bocce pavilions in the Fearon Reserve.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

City of Williamstown, Morsby & Coates, Williamstown Lawn Tennis Club.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes, with interior controls

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Keeble, W (2000) *Williamstown Croquet Club Pavilion. Conservation Analysis and Management Plan*.

Williamstown Advertiser. 15 September 1928

Williamstown Chronicle. 14 December 1927

Heritage Place Name	House (demolished 2006)
Address	94 Morris Street, Williamstown
Heritage Overlay No.	H08
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian basalt cottage

Significant Dates

1864

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, originally constructed in 1864 with later additions, at 94 Morris Street, Williamstown.

How is it Significant?

The house at 94 Morris Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a small number of surviving pre-1870 houses in South Williamstown, which demonstrate the first phase of development of this area. (AHC criteria A4 and D2)

Aesthetically, it is significant as an unusual example of an early Victorian cottage constructed from basalt, which is notable for its relatively large size and asymmetrical form. (AHC criteria E1 and F1)

History

The exact date of the house at 94 Morris Street, Williamstown is unclear, but it appears that it was built in stages between 1864 and 1900. The Williamstown Rate Book of 1864 lists Richard Sewell as the owner of what was then described as a two room stone house in Morris Street, which was described as 3 rooms of timber and stone by 1867. Mr Sewell is still the owner in 1892, when the property is first described as No. 94 and has increased in size to 5 rooms.

In 1896, the house may have been extended further and subdivided into two dwellings as there are two references in the Rate Books to a 5 room stone house at 94 and a 5 room stone house at 94a. This appears to be shown on the c.1905 MMBW Detail Plan No. 23, which shows the outline of the house approximately as it appears now, and with a dividing line in the rear yard.

Research undertaken by a Williamstown resident, Brian Haynes, has found that Richard Sewell arrived in Victoria in June 1858 aboard the *Winifred* at the age of 21 years. He married Emma Cottrill in 1859, their first child being born in South Melbourne in 1860 and moved to Williamstown shortly after. By 1878 he had moved to Ballarat but continued to own the Morris Street property, which he leased out to people including John W Buckle who is described as a carpenter, and Joseph Fisher, a butcher.

Description

The house at 94 Morris Street, Williamstown is a single-storey, asymmetrical double-fronted random coursed bluestone house with a projecting addition, also built of bluestone, at one end. The house has a hipped corrugated galvanised steel roof which extends over the façade to form a verandah. A garden separates the house from the street boundary. There is a red brick addition at the rear. Other significant elements include:

- Random coursed bluestone walls
- Double-hung sash windows (probably added later)
- Return timber post verandah (probably a later addition)
- Cement rendered chimney (west). The other cement rendered chimney (east) was probably a later addition.

The timber front fence is sympathetic, but was probably added later.

External Integrity and condition

Integrity - Moderate. *Condition* - Poor

Context

A very early building surrounded by later development. There is another early basalt cottage nearby at 97 Thompson Street.

Comparative Analysis

This house is one of a small number of surviving pre-1870 basalt houses in Williamstown. Other examples in the area to the south of the Williamstown Railway line include 73-75 Cole Street, 41, 12-13 Esplanade, 54 Osborne Street, 93 and 97 Thompson Street, and 67 Twyford Street. Examples elsewhere in Williamstown include 52 Cecil Street, 60 Cole Street, 24 Clarke Street, 62 and 72 Electra Street, 6 and 46 Hanmer Street, 11 and 22 James Street, 27 Lyons Street, 64 Pasco Street, and 24 The Strand. Most are simple, symmetrical cottages; this house has a rare asymmetrical plan and is relatively large.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Making Suburbs

Associations

Richard Sewell

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Williamstown Rate Books 1864 (735), 1867 (839), 1870-71 (876a), 1871-72 (879 and 883), 1885-86 (1042), 1887-88 (1060), 1890-91 (1131), 1895-96 (1110-1111)

MMBW c.1905 Detail Plan No. 23

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Heritage Place Name	Williamstown War Memorial
Address	Nelson Place and Ferguson Street, Williamstown (in roundabout)
Heritage Overlay No.	HO208
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Interwar memorial

Significant Dates

1925

Designer

RJ Wilson

Builder

HB Corben



Statement of Significance

What is Significant?

The Williamstown War Memorial comprising the World War 1 memorial erected in 1925, the World War 2 flagpoles erected in 1945 and the associated poplar trees and hedges, situated in the central median at the intersection of Ferguson Street and Nelson Place, Williamstown.

How is it Significant?

The Williamstown War Memorial is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the major memorial erected by the City of Williamstown to commemorate World War 1. The siting of the memorial close to the port reflects the maritime history of the city. (AHC criteria A4 and D2)

Socially, it is significant for its strong associations with the local community as the focus of Anzac Day and Armistice Day commemorations within the city (AHC criterion G1)

Aesthetically, it is significant as the finest example of an Interwar memorial within the municipality, which emphasizes the civic character of this key intersection at the heart of Williamstown. (AHC criterion E1)

History

The Williamstown World War 1 Memorial was officially dedicated on Armistice Day, 1924. Designed

by RJ Wilson of Geelong, it was constructed by HB Corben at a cost of £1,500. The Harcourt granite facing replaced the intended basalt and Barrabool Hills Freestone with brickwork backing. Permission to build it on land controlled by the Melbourne Harbour Trust was given in a letter dated 6 March 1924.

The flagpoles were added later as a memorial to World War 2.

Description

The Williamstown World War 1 Memorial is constructed of Harcourt Granite and comprises three bluestone steps on a Greek Cross of reinforced concrete with a bronze laurel wreath on the face above the words "Lest We Forget". Names of those who gave the Supreme Sacrifice are given in lead letters on front and sides.

The view of the Monument is framed by two Lombardy poplars and the World War 2 flagpoles, which accentuate its verticality while clipped privet hedges provide an appropriate formal setting.

External Integrity and condition

Integrity – High. *Condition* - Good.

Context

The memorial occupies a prominent position at the intersection of two key streets. It terminates the vista looking down Ferguson Street toward the sea.

Comparative Analysis

The Williamstown World War memorial is the largest and most architecturally resolved interwar memorial in the city. It directly compares with the War Memorial at Newport, which is a smaller and simpler design.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

City of Williamstown, World War 1 and 2, RJ Wilson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes with tree controls

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*

Evans, Wilson P (1969) *Port of Many Prows* p.151

Heritage Place Name	Prince of Wales Hotel (Former)
Address	1 Nelson Place, Williamstown
Heritage Overlay No.	HO210
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Early Victorian hotel

Significant Dates

1858

Designer

Charles Laing

Builder

Unknown



Statement of Significance

What is Significant?

The Prince of Wales Hotel (Former), originally constructed c.1857 possibly to a design by Charles Laing, at 1 Nelson Place, Williamstown.

How is it Significant?

The Prince of Wales Hotel (Former) is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the oldest hotels and public buildings in Williamstown and is important for its ability to illustrate the era when Williamstown was Victoria's foremost port. It is also important for its associations with the locally prominent Dr. Wilkins. (AHC criteria A4, D2 and H1)

Socially, it is significant for its strong associations with the local community as a social centre and meeting place over a long period and demonstrates the importance of hotels in the early development of port communities like Williamstown. (AHC criterion G1)

Aesthetically, although altered, it is significant as a recognizably early hotel form on a prominent corner site. The cantilever iron verandah, added later, is the only one of its type in the municipality and makes a picturesque addition to the hotel. (AHC criteria B2 and E1)

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that “probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown.”

Specific history

The surgeon John Wilkins (q.v.) owned this hotel then described as of stone and 15 rooms, from at least 1858 until c1873. In an earlier form, it was reputedly the site of one of Wilkins' coroner's inquests in 1855 but the site is shown vacant, on Windsor's 1858 plan, apparently after demolition in preparation for the new building. By 1864 Cox's plan shows a much longer frontage to Morris Street than at present.

Wilkins then owned and resided in 231 Nelson Place (q.v.), ownership of both buildings passing out of his hands early in the 1870s(1). William Wilkins, presumably his son, then acquired the hotel. Around this period, the description and valuation changes from £144 to £200 and from stone to brick, indicating some improvements (cementing facade?) then it was owned for a short time (1877-1880) by George Stanway who also ran a boarding house in Port Albert (2). Between 1880 and 1902 the owner was S. Abraham when it was again described as of stone and 16 rooms until 1890.

In the year following this room number was halved, possibly marking the reduction of the frontage to Morris Street (Kanowna St) (3).

Some of the longest serving publicans were Henry Trump (1858, 1869- 1872), Patrick Brodie (c1883-1889) and Henry and Amelia Fonseca (c1873-1882) (4).

Description

A two-storeyed stuccoed basalt masonry hotel with a hipped iron-clad roof which follows the 'L' roof plan, with its traditionally splayed corner, aligned to Kanowna Street and Nelson Place. A similarly, splayed ornate cast-iron decorated balcony (presumed c1890) is supported on six ornamented cast-iron brackets at the first floor level. The verandah's iron roof is hipped and in a concave profile whilst plain stuccoed chimney cornices indicate earlier brick coursing and face-work shafts.

It is believed that the building was extensively altered in 1932 (Williamstown Historical Society may have a photograph of the works in progress). Changes made at that time may have included alterations to the present cast-iron verandah, which in turn replaced an earlier saltire-cross timber balustrade last century. (Ada Ackerly cited an 1874 photo from Rider, held by Williamstown Historical Society, showing a balcony all around the building.), and the addition of a brick tile dado.

Other changes to the original fabric include:

- The blocking of a former six panel residential entrance to Nelson Place
- The replacement of the leaded light bar window (from early this century);
- The reglazing of six panel window sashes;
- The replacement of entrance doors and alteration to the Morris Street openings (5).
- The removal of the chimney and changes to the roof line.
- Extensive interior changes.

There is also a massive and unrelated rear addition.

External integrity and condition

Integrity – Moderate to Low. *Condition* - Good

Context

An isolated corner building which is one of a number of early corner hotels in Nelson Place and Kanowna Street. The nearby graving dock and former lighthouse provide a contemporary context.

Comparative Analysis

The Prince of Wales (Former) compares with the following nineteenth century hotels that are also cited by this Study:

- Telegraph Hotel (Former), 17 Ann Street – 1862
- Stags Head Hotel, 39 Cecil Street – 1887
- Steam Packet Hotel (Former), 11-13 Cole Street – 1863
- Orient Hotel (Former), 55 Nelson Place – c.1870
- Napier Hotel (Former), 50 Stevedore Street - 1858
- Alfred Hotel (Former), 92 Stevedore Street – 1859-60

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

John Wilkins, Charles Laing

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Remove brick dado and re-stucco to match.
- Restore openings and original doors.
- Repaint in original or typical colours.

(Refer photograph held by Williamstown Historical Society, *Early Melbourne Architecture* and Wilson Evans – A Ackerly: cities 1932 photo of alterations in progress).

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1858-59; Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858; Williamstown Plan Surveyed by Commander H.L. Cox (RN) 1864-66; Williamstown Rate Books 1870-71, Evans, Wilson P. (1969) *Port of Many Prows* p.71; Williamstown Rate Books 1857 (1)

2 Williamstown Rate Books 1874, 1880-81 (1); Balliere, *Victorian Directory* (1868-) 1875; *ibid.*

3 Williamstown Rate Books 1902, 1874, 1888-89, 1891-92 (1)

4 *ibid.*, and as Note 1

5 Casey et al. *Early Melbourne Architecture* p.171, Ada Ackerley, 1991: cites images from 1874 and 1932 held by the Williamstown Historical Society

Heritage Place Name	Oriental Hotel (Former)
Address	55 Nelson Place, Williamstown
Heritage Overlay No.	HO211
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Hotel

Significant Dates

c.1871, 1888-89

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The former Oriental or Builders Arms Hotel, constructed c.1871, at 55 Nelson Place, Williamstown.

How is it Significant?

The former Oriental or Builders Arms Hotel at Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the hotel is significant as one of a number along Nelson Place in proximity to the waterfront, which demonstrates their important role in the early development of the town and the importance of Nelson Place as the commercial heart of Williamstown during the mid to late nineteenth century. It also illustrates how hotels were upgraded following changes to licensing laws during the late nineteenth century, which required hotels to have a certain number of rooms of minimum dimensions to be licensed. (AHC criteria A4 and D2)

Aesthetically, although altered, it is significant as a rare example of a three-storey corner hotel that relates to other similarly sited nineteenth century hotels in the Nelson Place and Government Survey Heritage Precincts. (AHC criteria B2 and E1)

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that “probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown”.

Specific history

There has been a hotel on this site since 1856 when the original ‘Barkly Arms’ was erected – Evans (1969) notes that it was “accused of being a disorderly house in 1860”¹. This hotel was destroyed by fire c.1870 and the present much larger building was erected shortly afterwards. The rate book description by 1870-71 was a 16 room brick hotel with a Net Annual Value of £110. The description remained the same until 1888-89 when the number of rooms increased by 6 and the NAV had increased to £198.²

The upgrading of the hotel in the 1880s followed the introduction of new licensing laws in 1877 that required hotels to have a certain number of rooms of minimum dimensions to be licenced.³ It was renamed the ‘Oriental’ in 1881.

Unusually, the hotel remained in family ownership well into the twentieth century at a time when many larger hotels were being acquired by major breweries such as the Carlton and West End company. The Murphy family were long term owners during this period.⁴

¹ Evans, *Port of Many Prows* p.71

² Williamstown Rate Books 1870-71 (24), 1888-89 (20)

³ *Williamstown History Kit* 10b Hotels and Breweries

⁴ Williamstown Rate Books

Description

The former Oriental Hotel is a three storey stuccoed brick building on a corner site, which is constructed to both street frontages. The present verandah is not original: A c.1870 photo shows the building without a verandah.

External Integrity and condition

Integrity – Low. Condition – Poor.

Context

The former Oriental Hotel occupies a prominent corner site in Nelson Place – although now relatively isolated, it is one of a number of early hotels on key sites along Nelson Place including the Prince Alfred, The Royal, the Pier, the Bayview and the Yacht Club.

Comparative Analysis

The former Oriental is one a number of substantial brick hotels that were constructed in Williamstown during the late nineteenth century, and is one of only three, three-storey examples along with the Royal and the Newport. It directly compares with the more intact examples cited in this Study including the *Newport* at 1 Mason Street (1888), *Morning Star* at 3 Electra Street (1890), *Bristol* at 190 Ferguson Street (1890), *Royal* at 85 Nelson Place (1890), and the *Yacht Club* at 207 Nelson Place (1892). Other corner hotels within the Government Survey area include the *Telegraph* (1862) at 17 Ann Street, and the *Stags Head* (1887) at 39 Cecil Street.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

Mrs BM Murphy

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Evans, WP (1969) *Port of Many Prows*
- Williamstown Rate Books 1870-71 (24), 1885-86 (24), 1888-89 (20), 1890-91 (23), 1895-96 (22)
- Williamstown City Library (1987) *Williamstown History Kit*
- MMBW c.1905 Detail Plan No. 47

Heritage Place Name	Royal Hotel (Former)
Address	85 Nelson Place, Williamstown
Heritage Overlay No.	HO212
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H1770)

Style & Type

Jacobean/Queen Anne
Revival hotel

Significant Dates

1890

Designer

T Athoness

Builder

Henry Hick



Statement of Significance

What is Significant?

The Royal Hotel, designed by T Athoness and constructed by Henry Hick in 1890, at 85 Nelson Place, Williamstown.

How is it Significant?

The Royal Hotel is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an illustration of the prosperity of Williamstown during the mid to late nineteenth century and illustrates the improvements made to hotels as a result of changes to licensing laws during this time. (AHC criteria A4 and D2)

Aesthetically, it is architecturally significant as an almost original highly mannered early and successful use of the Elizabethan revival style, perhaps the most successful outside of Melbourne city. (AHC criteria E1 and F1)

Socially, it illustrates the importance of hotels as community meeting places in Williamstown during the nineteenth century. (AHC criterion G1)

Note: Included on the Victorian Heritage Register as VHR H1770.

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that “probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown.”

Specific history

Dr. John Wilkins' original Royal Oak bar (and later the adjoining Royal Hotel) existed on or near this site pre-1857 (the pediment date is 1852) when the *Melbourne Directory* gives Martin Cantwell (see 12 Electra Street) as the publican. Later licensees included William Duncan, Janet McGregor, and by 1880 the publican was Thomas de Wardt (1).

De Wardt acquired the hotel in 1890 from Reuben Walker and immediately called for tenders for a new hotel to be built on the same site. The architect of the new 30 room brick hotel, completed by 1893, was hotel specialist T. Anthoness and the builder, Henry Hick (q.v.)(2). After de Wardt, the owner was Mrs. M.E. O'Leary and her licensees were Mrs. Bridget Keneally (1898) and William Nelson in 1902 (3).

The grander scale of the new Royal Hotel responded to new licensing laws in 1877 that required hotels to have a minimum of 30 rooms of minimum dimensions to be licenced.¹

¹ *Williamstown History Kit 10b*

Description

The Royal Hotel is a Jacobean/Elizabethan/Queen Anne revival building of three storeys and built of face red brickwork with profuse and distinctive stucco ornament. Divided into three bays, this highly mannered design is characterized by its two Flemish gables to the flanking bays and an incomplete central bay topped with a large rectangular brick panel. Adorned with a cement garland it is supported by circle-quadrants on either side. A wide arch placed on squat, stylised columns and superposed on taller ones below, houses a pair of glazed doors which open to a pair of balconettes, one over the others. Here the iron balustrading is bellied out in a fine French flavoured pattern. Twin arched entrance doors flank a wider arched bar window, in the manner of the facade above, which has a Romanesque inspired crow-stepped architrave.

Comparison may be made with the Winfield Building, Collins Street, Melbourne.

External Integrity and condition

Integrity - High. Condition – Good. The crowning central pediment is gone and some brick work is painted but otherwise generally original.

Condition - Good.

Context

The hotel is a somewhat isolated and dominating building located opposite the port, which is part of a chain of early hotels along Nelson Place and within proximity of the waterfront. It links the former Oriental (q.v.), and former Prince of Wales Hotel (q.v.) with the Nelson Place commercial precinct.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

Thomas De Wardt, T Athoness, Henry Hick

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to reconstruct the main pediment using photographs (1) and the existing parapet pediment detail and repaint trim in typical or original colours after removal of paint from bricks by an approved method.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Sands and Kenny (later McDougall) *Melbourne Directory* (1857 - street listings) 1857, 1870, 1875, 1880

2 *Williamstown Advertiser* 8 March 1890

3 Williamstown Rate Books 1888-89 (34), 1893-94 (37), 1898 (35), 1902 (33)

4 Postcard Nelson Place, Williamstown (looking West), Williamstown Historical Society

Heritage Place Name	'Craigantina'
Address	125-129 Nelson Place, Williamstown
Heritage Overlay No.	HO213
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Medieval Revival
commercial

Significant Dates

1886

Designer

WE Wells

Builder

Unknown



Statement of Significance

What is Significant?

'Craigantina', comprising three shops and residences designed by WE Wells and constructed in 1886, at 125-129 Nelson Place, Williamstown.

How is it Significant?

'Craigantina' at 125-129 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it demonstrates the development of Nelson Place as the main commercial centre of Williamstown during the nineteenth century. It is also of interest for its associations with John Harker Craig. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant for its unusual Medieval Revival design detail, which is rare in a commercial context in Williamstown and the metropolitan area. On a prominent corner site, it makes a notable contribution to the historic character of the Nelson Place commercial precinct. (AHC criteria B2, E1 and F1)

History

'Craigantina', comprising three two storey shops and residences, was constructed in 1886 for John Harker Craig. The tender notice placed by the architect, WE Wells, in the 10 and 17 October 1885 editions of the *Argus* noted that the plans and specifications could be inspected at Mr Craig's bookshop in Nelson Place, Williamstown.

The City of Williamstown rate books show Mr Craig as the owner of this site in 1885-86 when it was described as containing a house with a Net Annual Value of £65. By the following year, the new buildings are described; the larger corner building was occupied by Mr Craig himself, while the others were rented to a draper, Andrew J Aitkens, and a baker, Frederick Woods.

Evans (1990) described Harker as a "prominent citizen and Councilor of the city" He was a Williamstown City Councilor between 1887 and 1891, and served a term as Mayor in 1888-89.¹

Description

'Craigantina' is a group of three two storey stuccoed brick Victorian shops with residences above. Stylistically, the use of labelmoulded, flat-head and pointed arch windows, set in bays, and a castellated parapet is similar to the 'Tudor House' in Pasco Street (q.v.). Notable elements include:

- The castellated parapet
- The projecting castellated bay windows in the upper elevation.
- The projecting upper level oriel tower at the corner with flagpole
- The early shopfront to No. 125, and the original (?) shopfront to No. 129

The original cast iron verandah shown in early photographs has been removed along with one of the shop fronts.

External Integrity and condition

Integrity – High. Condition – Good.

Context

'Craigantina' is an important corner building that provides a 'bookend' to the historic Nelson Place precinct, and contributes to the nineteenth century character of the area.

Comparative Analysis

The 'Craigantina' buildings compare directly with the 'Tudor House' at 52-54 Pasco Street, 'Bracklyn' in Ferguson Street, and the former RVB Engineering factory in Hall Street, Spotswood as rare examples of Medieval Revival style.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing

Associations

John Harker Craig, WE Wells, Andrew J Aitken, Frederick Woods

¹ Strahan, "At the Edge of the Centre" pp.466-467

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Recommended – as part of the Nelson Place Precinct
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to reconstruct the street verandah in accordance with the relevant guidelines in *Nelson Place, Williamstown Verandahs*.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Helen Lardner Conservation & Design (2002) *Nelson Place, Williamstown Verandahs*
- Lewis, M (1988) *Australian Architectural Index*. Entries for Williamstown.
- Strahan, L (1994) *At the Edge of the Centre. A History of Williamstown*.
- Williamstown Rate Books 1885-86 (53); 1886-87 (53-55); 1888-89 (50-53); 1891-92 (53-55); 1896 (50-52)

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Heritage Place Name	Customs House (Former)
Address	128 Nelson Place, Williamstown
Heritage Overlay No.	HO214
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H894)

Style & Type

Italian Renaissance
palazzo

Significant Dates

1872-73

Designer

Peter Kerr

Builder

W Porter



Statement of Significance

What is Significant?

The former Customs House, designed by Peter Kerr under the supervision of the City Architect, William Wardell and constructed by W Porter in 1872-73 and the associated trees at 128 Nelson Place, Williamstown.

How is it Significant?

The former Customs House and associated trees at 128 Nelson Place, Williamstown are of local historic, aesthetic and scientific (horticultural) significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is the closest of any surviving customs house to its original context, a major and prominent public building in Williamstown and the only example surviving in Melbourne's suburbs. The size and age of the tree contributes to an understanding of the history of the site over a long period. (AHC criteria A4, B2 and D2)

Aesthetically, it is the only Victorian customs house outside of Melbourne city to bear Wardell's characteristic palazzo public building form and, similarly, it is the most architecturally pretentious of the surviving examples. It is, with Melbourne close to its original maritime context, also opposite the important Nelson Place streetscape and in externally original condition. The mature trees in the rear yard provide an appropriate Victorian era setting, which relates to the trees found in the Nelson place precinct and Commonwealth Reserve. (AHC criteria E1 and F1)

Scientifically, the Holm Oak is of horticultural interest as a rare example for its size and maturity in a metropolitan context. (Criterion B2)

Note: Included on the Victorian Heritage Register as VHR H894.

History

A Customs House Reserve was initially established opposite the present site at the south-east corner of Thompson Street and Nelson Place. This was part of a public building core envisaged for Williamstown which extended up Thompson Street to terminate at Hanmer Street (1). The first reserve was fenced in 1858 and a customs house built five years later, by contractor Wood. Sandridge also received a customs house in this year but costing only about one-sixth that of Williamstown (2). The inevitable repairs began to follow until a new customs house was designed under Public Works Department Chief Architect, William Wilkinson Wardell in 1872-73, to be constructed at a building cost of over £7375, on the new reserve by W Porter (3).

Fittings by J Muir, a store shed and fence by W Swanson, asphalt paving and flag stoning by Henderson & Sons and a boat house, slip and iron palisade fence by William Thwaites were executed towards completion of the building in the years up to 1876 (4). Repairs followed soon afterwards, presumably inspiring the colouring of the walls by F Payne in 1879-80 (5). Later works included additions and repairs to the Customs House flagstaff, fencing, a new store and further painting (6).

The exact date of planting of the now mature trees, which include a Holm Oak and a Pepper species, in the rear yard is not known. It is presumed because of their size and apparent age that they were planted soon after completion of the building.

Description

Customs House

A two storeyed, stuccoed Italian Renaissance palazzo inspired, slated and M-hipped roof design, with a deeply bracketed cornice, upper level aedicule-form windows and lower storey arched and architraved fenestration. A sill level string moulding links the upper windows with balustraded balconettes and the twin balconies placed over each entrance porch, whilst an impost mould unites lower level openings and continues to form the capitals to the Tuscan Order porch piers. Bracket pairs are placed under each upper window at the storey string mould, and miniature brackets are similarly placed beneath each chimney cornice. The spear-head iron palisade fence, masonry piers and plinth are still evident.

There is an unrelated iron picket fence to the side yard but the setting (yard, trees and outbuildings) has been redeveloped, with some of the original elements such as the boat shed redeployed on the site. The footpath at the front of the building contains original or early stone flagstones.

Pepper tree

In the rear yard of the Customs House is a very large pepper tree specimen (9.5m high, with a massive trunk) near the fence, which is believed to be the last of a number of pepper trees in the Customs House yard which have been replaced by the recent development to the rear of the building.

Botanica (1997) describes the Pepper Tree as follows:

Schinus molle var. *areira* (Pepper Tree)

This fast-growing tree with graceful, drooping leaves and branchlets develops an attractive, gnarled trunk as it ages to a height of 30-50 ft (9-15 m). The dark green, shiny leaves are 6 in (15 cm) long, composed of 10 to 18 pairs of small pointed leaflets; they are resinous and aromatic when crushed. Pendulous clusters of tiny cream flowers appear from late spring to early summer. Decorative sprays of tiny rose-pink berries follow-these have a peppery taste and have been used like pepper, but are somewhat toxic. In hot dry climates it naturalizes readily and may become a weed.

Holm Oak

A mature Holm Oak (6m high) grows in what is now a courtyard at the rear of the customs house, with the new restaurant and café development close by. It is in poor condition and its growth severely stunted.

The tree is rare, particularly at this maturity, in the metropolitan area as well as often associated with government buildings such as court houses – there is a larger example at the Warragul court house. Other significant examples are at: Ballarat, Malmsbury and Geelong Botanic Gardens, Queens Park at Essendon, Edinburgh Gardens Fitzroy (22m high in 1993), and Flagstaff Gardens in Melbourne. The tree was planted in early parks and gardens in south east Australia, and was particularly popular in NSW around 1900. (Spencer: 156)

Botanica (1997) describes the Holm or Holly Oak as follows:

Quercus ilex (Holm Oak)

Native to southern Europe and North Africa, near the Mediterranean coast, this round-headed, dense evergreen can grow to 90 ft (27 m). Its oval leaves are toothed (similar to holly) when young, but become entire with age, and are a lustrous dark green above and white and downy underneath. It grows well in an exposed position, particularly on the coast, and makes a good windbreak.

External Integrity and condition

Customs House

Integrity – High. Condition – Good.

Trees

- Oak - Fair, under threat from close confines of paving and building development.
- Pepper - Good, with probable trimming of the canopy when the tree was recently surrounded by new buildings.

Context

The Customs House makes an important contribution to the historic maritime character of Nelson Place and the surrounding port and harbour precinct. The associated mature trees provide an appropriate setting and relate to the nearby Commonwealth Reserve planting.

Comparative Analysis

Other customs houses exist at Geelong, Melbourne, Port Fairy, Portland, Wahgunyah and Echuca: only Melbourne is of a similar (but enlarged) palazzo form, some are older (Portland, Port Fairy, Geelong) and some not comparable stylistically ie. Echuca and Wahgunyah.

Thematic Context

Principal Australian Historical Theme(s)

Moving Goods and People; Creating Private Landscapes

Associations

Victorian Colonial Government, William Wardell

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Yes – VHR H894

Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Future use and development should have regard to the Conservation Management Plan prepared for this site by Jacobs, Lewis & Vines on behalf of the Commonwealth Government.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- 1 Parish Plan; Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858
- 2 Summary of Contracts Book, PWD. (Public Records Office); 1858 (5), 1863 (270)
- 3 *ibid.*, 1872-73 (268)
- 4 *ibid.*, 1874-75 (56), 1875-76 (65), 1876-77 (16), 1876-77 (145)
- 5 *ibid.*; 1879-80, 94
- 6 *ibid.*, 1882-83 (234), 1884-85 (43), 1890-91 (440, 469), 1892-93 (176)
- Jacobs Lewis & Vines *Conservation Management Plan*.
- Botanica on CD-ROM 1997 Beaver Multimedia Pty Ltd (Random House Australia)
- Australian Construction Services (1989) *Former Customs House, Williamstown, Victoria: Charge of Annuity report (Conservation Analysis of the Williamstown Customs House)*

Heritage Place Name	Shops and Residences
Address	131-137 Nelson Place, Williamstown
Heritage Overlay No.	HO215
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italian
Renaissance Revival shops

Significant Dates

1873, 1877, 1885

Designer

Michael Egan

Builder

Unknown



Statement of Significance

What is Significant?

The shops and residences, designed by Michael Egan and constructed between 1873 and 1885, at 131-137 Nelson Place, Williamstown.

How is it Significant?

The shops and residences at 131-37 Nelson Place, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they illustrate the development of Nelson Place as the main commercial centre of Williamstown during the nineteenth century. (AHC criteria A4 and D2)

Aesthetically, they are a near original example of an early commercial development, which expresses its sequential development by its unequal facade widths and window groups and also possesses valuable details such as the shopfronts. They are an essential part of the historic Nelson Place streetscape. (AHC criteria E1 and F1)

History

Sale of the old Customs House Reserve in 1872 generated these allotments for boot maker, Robert Creeke's commercial development (1). Owning and part occupying already two shops in Nelson Place, between Thompson and Ann Streets (built for Creeke in 1864-5), architect Michael Egan called tenders for the first two, then single storey, stone and brick shops (135-37) of this group in 1873. Early lessees were George Douglas, watchmaker and Charles Lumsden who kept dining rooms (2).

In 1877, Creeke built another (No. 133) of two storeys and of five rooms and occupied it, still leasing out the two older premises to George Taylor, a tobacconist, and a firm of drapers, Tait and Aitken (2). By 1885, 131 Nelson Place was constructed and a storey added to the others so now these four shops of four rooms and numbers 133-37, of six rooms each, were owned by Creeke until at least 1902 (3). His tenants were various tradesmen. e.g. Henry Drew, a boot maker, Alfred Brown a watchmaker, Miss Jane Service, a stationer; and George Morwick Jnr., a sail-maker (Refer to 11 Cox's Gardens) (4). It is presumed that Egan designed the final complex.

Description

A two-storeyed stuccoed brick and stone shop and residence quartet, built to the frontage and decorated in a conservative Italian Renaissance revival manner presumably in 1877. Panelled pilasters divide tenancies whilst balustraded parapets, architraved and plastered window groups and strongly expressed, bracketed sill mouldings are used throughout for a unified facade, albeit of three different frontages. Timber shopfronts have generally survived.

The street verandahs have been removed and urns/orbs may have existed on the parapet piers.

External integrity and condition

Integrity – High. Condition - Good

Context

A contributory element to the nineteenth century historic character of Nelson Place.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Developing local, regional and national economies, Marketing & retailing

Associations

Michael Egan

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to reconstruct street verandahs in accordance with the guidelines contained in *Nelson Place, Williamstown Verandahs*, repaint as original or typical and to record shop fronts to assist in future conservation.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Helen Lardner Conservation & Design (2002) *Nelson Place, Williamstown Verandahs*

1 Parish plan (W/163, 5), Central Plans Office

2 Williamstown Rate Books 1864 (100); *The Argus* 4 February 1873, p.2; Williamstown Rate Books 1874 (47-48); Williamstown Rate Books 1877 (50-52); *The Argus* 29 June 1877 p.2, 2 June 1877 p.3

3 Williamstown Rate Books 1885-86 (53-56), 1890 (56), 1898 (54), 1902 (53)

4 Ibid.

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Heritage Place Name	Wilkinson Memorial Drinking Fountain
Address	132 Nelson Place, Williamstown
Heritage Overlay	Not applicable
Heritage Precinct(s)	Port of Melbourne Planning Scheme Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H1733)

Style & Type

Victorian memorial fountain

Significant Dates

1876

Designer

Walter Macfarlane & Co

Builder

Walter Macfarlane & Co.,
Harry Bliss



Statement of Significance

What is Significant?

The Wilkinson Memorial Drinking Fountain, designed and constructed in 1876 by Walter Macfarlane & Co with a base constructed by Harry Bliss, at 132 Nelson Place, Williamstown.

How is it Significant?

The Wilkinson Memorial Drinking Fountain is of local historic, social and aesthetic significance to the City of Hobsons Bay.

The Wilkinson Memorial Drinking Fountain has architectural, aesthetic and historical significance to the State of Victoria.

Why is it Significant?

The significance of the Wilkinson Memorial Drinking Fountain is described by Heritage Victoria as follows:

The Wilkinson Memorial Drinking Fountain is architecturally significant as the earliest known

memorial drinking fountain in Melbourne and one of the earliest in Victoria. It is also significant as one of the most ornate drinking fountains in Victoria and as a rare surviving example of an imported cast-iron drinking fountain. A number of similar ornamental fountains manufactured by Walter Macfarlane & Co of Glasgow were imported into Australia in the nineteenth century, but only one other example is known to exist in Victoria. The other example, the Henderson Drinking Fountain, North Melbourne, lost its original pedestal and basin in the 1950s.

The drinking fountain is aesthetically important as a fine example of Victorian decorative street furniture with elegant columns, richly ornamented arches and dome and elaborate carved figures.

The drinking fountain has historical significance for its associations with the Reverend George Wilkinson, Anglican minister at Holy Trinity, Williamstown who was also a temperance advocate and homeopath. The fountain also has strong historical associations with the temperance movement, a powerful religious, political and social force in Victorian society.

History

The Wilkinson Memorial Drinking Fountain was inaugurated on 17 October 1876 by the Bishop of Ballarat, Dr Thornton, in the presence of the Mayor of Williamstown, ministers of all denominations and over 2000 people. It had been paid for by public subscription to commemorate the Reverend George Wilkinson, the local Anglican minister who had died the previous year. The cast-iron drinking fountain was imported from Glasgow where it had been cast in the Saracen Foundry of Walter Macfarlane & Co.

The fountain is situated facing Nelson Place in what is now the Commonwealth Reserve. This Reserve was originally only a narrow strip of land between the road and the high water line of the ordinary spring tide.¹ The tidal zone beyond rapidly became a disgusting place with settlement. But this little area was at the very heart of Williamstown from its beginning. At its eastern end – or just beyond – had been the first landing place and here the first Gem Pier was commenced in 1847. One of its earlier names – Steamboat Pier – indicates its importance: it was here that people arrived at, or left, Williamstown. The fountain was therefore well sited where people travelling to and from Williamstown by steamer could pause for a drink.

Description

The Wilkinson Memorial Drinking Fountain is described by Heritage Victoria as follows:

The cast-iron drinking fountain stands on a bluestone plinth made by monumental mason Harry Bliss in a corner of Commonwealth Reserve. The elaborate canopy comprises four columns rising to form arches with decorated mouldings, encircling ornamental shields, one of which reads 'Wilkinson Memorial Drinking Fountain 1875', inscriptions on two sides of 'Keep the pavement dry', and carvings of griffins, all surmounted by a richly decorated dome culminating in a crown. The pedestal and basin are also highly decorative, including carved reptilean creatures on the pedestal. The original copper water beakers were removed about 1935 and presently the fountain has two stainless steel taps.

Integrity and condition

Integrity – High. *Condition* – Good.

Context

Prominently located at the corner of Nelson Place and Syme Street, the Wilkinson Memorial drinking fountain contributes to the historic nineteenth century character of Nelson Place and the Commonwealth Reserve.

¹ As early maps and pictures show; Map from MHT. Report by Sir John Coode on Works of Improvement, February 1879.

Thematic Context

Principal Australian Historical Themes

Developing cultural institutions and ways of life; Creating public landscapes

Associations

Williamstown City Council, Melbourne Harbour Trust, Rev. George Wilkinson, Walter Macfarlane & Co.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	No*
Heritage Victoria Register:	Yes – VHR H1733
Register of the National Estate:	No
National Trust Register:	No

*Note: Commonwealth Reserve is within the Port of Melbourne Planning Scheme

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Kinhill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Heritage Victoria File No. 608253
- Evans, Wilson P (1969) *Port of Many Prows*
- Elsom, WH (1934) *The History of Williamstown*

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Heritage Place Name	Commonwealth Reserve
Address	132-142 Nelson Place, Williamstown
Heritage Overlay No.	Port of Melbourne Planning Scheme
Heritage Precinct(s)	Government Survey Heritage Precinct Nelson Place Heritage Precinct

Significance

Local & State
(Tide Gauge H1513)

Style & Type

Victorian & Edwardian
public park

Significant Dates

1880-1920

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Commonwealth Reserve, which includes the Band Rotunda, Time Gauge House, Nelson Anchor and Swivel, Wilkinson Memorial Drinking Fountain, path layout, landscaping and significant trees at 132-142 Nelson Place, Williamstown.

How is it Significant?

The Commonwealth Reserve is of local historic, social, aesthetic and scientific (horticultural) significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, the Commonwealth Reserve was the original landing place for the Town of Williamstown and, later, an important recreation space associated with the development of the port and Nelson Place as the main commercial centre of Williamstown during the nineteenth century. The early development of the Reserve is demonstrated by the Wilkinson Memorial Drinking fountain, the Band Rotunda and the now mature Elms, which were among the first plantings to be carried out at the reserve. (AHC criteria A4 and D2)

Aesthetically, the Commonwealth Reserve provides an important visual and functional link between the original commercial and public heart of Williamstown with its maritime industry. From it there is the justly celebrated view of Hobsons Bay and the city skyline. The Victorian and Edwardian character of the reserve enhances the historic nineteenth century character of Nelson Place. (AHC criteria E1)

Scientifically, the Tasmanian Blue Gum is of horticultural interest as a rare example of a native species in terms of its size and maturity in a metropolitan context and for the landmark qualities associated with the combination of its evident native origins, size and age within a historic domain, as contrasted with the almost wholly exotic planting nearby. (AHC criterion B2)

History

Specific history

Where the Commonwealth Reserve now is there was originally only a narrow strip of land between the road and the high water line of the ordinary spring tide.¹ The tidal zone beyond rapidly became a disgusting place with settlement. But this little area was at the very heart of Williamstown from its beginning. At its eastern end – or just beyond – had been the first landing place and here the first Gem Pier was commenced in 1847. One of its earlier names – Steamboat Pier – indicates its importance: it was here that people arrived at, or left, Williamstown.

One of the earliest improvements made to this area was the Wilkinson Memorial Drinking Fountain situated at the corner of Nelson Place and the walkway leading to Gem Pier, which was inaugurated on 17 October 1876 by the Bishop of Ballarat, Dr Thornton, in the presence of the Mayor of Williamstown, ministers of all denominations and over 2000 people. It had been paid for by public subscription to commemorate the Reverend George Wilkinson, the local Anglican minister who had died the previous year. The cast-iron drinking fountain was imported from Glasgow where it had been cast in the Saracen Foundry of Walter Macfarlane & Co. It was well sited in Nelson Place at the corner of the lane leading to Gem Pier where people travelling to and from Williamstown by steamer could pause for a drink.

The placing of the Drinking Fountain pre-empted the creation of the reserve. The Melbourne Harbour Trust (the Trust) annual Report of 1879 recommended that due to drainage and health conditions, the area of shoreline between Steamboat Pier (now Gem Pier) and Whites Slip, should be reclaimed. This are included a large part of what is now Commonwealth Reserve and established the general alignment of the existing seawall. The reclamation works were undertaken on the condition the Trust obtain possession of the land and that half the cost of drainage works be paid for the by Williamstown Council. Sheet piling works were carried out in 1880 and the filling in with clay and silt (from river dredging) behind the sheet piling was completed in 1881. Final trimming and leveling works were completed in 1882. The vacant and reclaimed land extending to Nelson Place came under the ownership of the Trust with permissive occupancy being granted to Council.

In 1885 the Council wrote to the MHT of a “fountain (perhaps the Wilkinson Memorial Fountain?) and associated garden” which they intended to place next to the reclaimed land in Nelson Place (MHT minutes), however, it appears that little was done until the first Elms were planted by Council on the still vacant and recently fenced land in 1898 – There is some dispute as to whether the MHT gave permission for this: It is suggested that this ‘trespass’ did not meet with the approval of the MHT Commissioners but after some discussion they decided “to accept the trees planted upon the Trust’s property, on the distinct and absolute understanding that no claim to the land should ever be based upon their having there by the Council”. The Council was given “a purely permissive occupancy of the land”.²

A Band rotunda, designed by local town surveyor and architect, HV Champion, was erected in 1900 by contractors Buntine & Hick.³

Further reclamation was carried out in 1909 when more trees were planted. In an early photograph a double row of elms and what looks like a shrub border can be seen, bordering the road and suggesting that the view through to the water from Nelson Place was not wanted – or thought about – at this stage.⁴

¹ As early maps and pictures show; Map from MHT. Report by Sir John Coode on Works of Improvement, February 1879.

² Argus, 27 September 1884

³ Drawing held by HBCC engineering department, as one of a large collection at the depot.

⁴ Photographs Williamstown Historical Society Collection.

Round the World War 1, palms (*Phoenix canariensis*) may have made their appearance in the planting beds bordering the Reserve.⁵ By the 1930s the elms (and poplars presumably) had matured.

Another image of the fountain and the gum from around 1910 shows the gum as part of the stone edged garden beds and the fountain itself with its flag stone surround and cast-iron bollards fronting Syme Street (Gibson). A view from the 1930s shows the gum as part of this garden strip, with Canary Island palm and low shrubs evident along with semi-mature elms.

A number of objects associated with the maritime history of Williamstown were placed in Commonwealth Reserve over the following years:

- In 1942 the anchor and swivel from the Nelson was installed.
- In 1950 the Tide Gauge House was relocated from its original location at Point Gellibrand to its present position in the northwest corner.

Description

The Commonwealth Reserve is situated between Nelson Place and the foreshore at the corner of Syme Place in Williamstown. Surviving elements, which are associated with the early or formative period of the reserve's development include:

Wilkinson Memorial Drinking Fountain

The Wilkinson Memorial Drinking Fountain is situated at the corner of Nelson Place and Syme Street. It is described by Heritage Victoria as follows:

The cast-iron drinking fountain stands on a bluestone plinth made by monumental mason Harry Bliss in a corner of Commonwealth Reserve. The elaborate canopy comprises four columns rising to form arches with decorated mouldings, encircling ornamental shields, one of which reads 'Wilkinson Memorial Drinking Fountain 1875', inscriptions on two sides of 'Keep the pavement dry', and carvings of griffins, all surmounted by a richly decorated dome culminating in a crown. The pedestal and basin are also highly decorative, including carved reptilean creatures on the pedestal. The original copper water beakers were removed about 1935 and presently the fountain has two stainless steel taps.

Band Rotunda

The Band Rotunda is a timber structure, hexagonal in plan, which is sited in the south east of the reserve adjacent to one of the radial paths.

Nelson Anchor and Swivel

The *Nelson* Anchor and swivel a most beautiful object. It can be enjoyed as a sculpture, as a memento of the old ships, and as an introduction to the history of Victoria's navy of which the *Nelson* was the flagship.

Tide Gauge House

"This bluestone building completed in 1860, stood upon Williamstown Breakwater and enclosed an automatic Tide Gauge which ceased to operate in 1943". (The plaque on Tide Gauge House).

Tasmanian Blue Gum

The tree is 1.2-1.5m in diameter and 22m high. Sited near the Wilkinson Memorial Drinking Fountain, the tree is in the former garden strip which bordered Nelson Place and the much smaller Commonwealth Reserve of the nineteenth century. It is surrounded by other less mature exotic trees and is close to a new kiosk and toilet block. Botanica (1997) describes this species as follows:

Eucalyptus globulus (Tasmanian blue gum)

This large tree can grow to over 200 ft (60 m), with a trunk to 6 ft (1.8 m) in diameter. The thick trunk sheds its bluish bark in long strips. Juvenile foliage is silvery blue and rectangular, while the adult form is deep green and sickle shaped, to 18 in (45 cm) long. Occurring naturally in coastal areas of Tasmania and southeastern mainland Australia, it is resistant to dry conditions. It is used for the building industry, for paper pulp and as a source of eucalyptus oil. 'Compacta' reaches only 30 ft (10

⁵ MMBW 1 inch to 40 inch feet detail plan, 1905.

m) and retains its silvery blue juvenile foliage for some years.

English Elms

Mature English Elms along the Nelson Place frontage and adjacent to the radial pathways are probably surviving examples of the trees planted late last century or early this century as part of the first improvement works undertaken at the reserve.

Integrity and condition

Integrity – Low to Moderate. Condition (Trees) Good. The Eucalyptus was pruned recently to allow for the kiosk construction but is in otherwise good condition.

Context

Commonwealth Reserve is part of the broader Nelson Place and maritime precinct. The Eucalyptus is one of the few native trees from the nineteenth century surviving in an ornamental reserve within the region, with the possibility that it was indigenous to the site. By its maturity and size, the tree reinforces the early character of the nearby structures and other trees.

Thematic Context

Principal Australian Historical Themes

Developing cultural institutions and ways of life; Creating public landscapes

Associations

Williamstown City Council, Melbourne Harbour Trust, Rev. George Wilkinson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes*
Heritage Victoria Register:	No (Tide Gauge House is individually listed as H1513)
Register of the National Estate:	No
National Trust Register:	No

*Note: Commonwealth Reserve is within the Port of Melbourne Planning Scheme

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Character. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Kinchill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
Graeme Butler & Associates (2002) *City of Williamstown Heritage Study Review Part 1*
Melbourne Harbor Trust minutes (held by Cliff Gibson);
Evans, Wilson P (1969) *Port of Many Prows*
Elsom, WH (1934) *The History of Williamstown*
Urban Initiatives & Context Pty Ltd (1995) *Commonwealth Reserve Landscape Masterplan*
Cliff Gibson image collection and press clipping from the *Williamstown Chronicle* 3 January 1857
Botanica on CD-ROM (1997) Beaver Multimedia Pty Ltd (Random House Australia)

Heritage Place Name	English, Scottish and Australian Bank (former)
Address	139 Nelson Place, Williamstown
Heritage Overlay No.	HO216
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Gothic Revival
Bank

Significant Dates

1872, 1934

Designer

Leonard Terry

Builder

W Porter

H & A Peck



Statement of Significance

What is Significant?

The former ES&A Bank (also known as the Mission to Seaman), designed by Leonard Terry and constructed by W Porter in 1872-73 with later additions by H & A Peck, at 139 Nelson Place, Williamstown.

How is it Significant?

The former ES&A Bank at 139 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was the second suburban branch of the fifteen ES&A banks known to have been built in Victoria and was also the first major purpose built bank branch in Williamstown. It demonstrates the development of Nelson Place as the main commercial centre in Williamstown in the nineteenth century. (AHC criteria A4 and D2)

Aesthetically, it is a successfully designed near original example of a Medieval style uncommon in commercial architecture of that date, also contributory by way of counterpoint to the surrounding streetscape. (AHC criteria E1 and F1)

History

The English Scottish and Australian Chartered Banking Company (ES&A), established in the colony by 1852, commissioned their second bank outside Melbourne, from architect Leonard Terry, to be constructed in 1873. It was brick and of 10 rooms, increasing to 14 by c1893 (1). Leonard Terry designed the Holy Trinity Anglican Church and Presbytery in Williamstown at the same time (q.v.).

William Dempster was the resident bank manager for the following twenty years when he was succeeded by Frederick Power. The bank had opened a branch in Williamstown as early as 1854 and Dempster had arrived by 1860 (2). This branch was sold by the ES&A in 1943, subsequently used as a seamen's mission after renovations designed by architects, Hugh and Arthur Peck (3).

Description

Closely resembling Terry's Hawthorn branch of the same year, this red brick stone and stucco design uses Italian flavoured Gothic revival comprised of two gabled bays, each with a trefoil piercing to a centred oculus, set on either side of an arcaded main bay and placed against a transverse-gable, slated roof behind. Matching quatrefoil mouldings set in blind oculi are used decoratively at arch apices and spandrels. Cast iron cresting adorns the ridge and gable apices and wrought iron balustrading trims both the cantilevered balcony at first floor level and the window group at ground. A flagpole is a later addition.

Label moulds, terminating in bosses, accompany all openings; the reveals of which are splayed. Twin double doors placed in each flanking bay under Gothic arches, enter into the banking chamber and the residential quarters. Both this bank and that at Hawthorn are an uncommon departure from accepted classical revival stylism in contemporary bank architecture. Terry and Oakden's King Street ES&A Bank is another example.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

Contrasting in form and materials but shares fenestration, period detail and siting with adjoining buildings. It contributes to the Nelson Place streetscape.

Thematic Context

Principal Australian Historical Themes

Financing Australia

Associations

English Scottish and Australian Chartered Banking Co., Leonard Terry, William Dempster Frederick Power, Melbourne Harbour Trust, Hugh & Arthur Peck.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Trethowan; Williamstown Rate Books 1874 (49), 1893 (59)

2 Williamstown Rate Books 1893-94 (59), 1898 (56); Evans, Wilson P. (1969) *Port of Many Prows* p.44

3 Wilson Evans, verbal

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Heritage Place Name	Shops and Residences
Address	141-143 Nelson Place, Williamstown
Heritage Overlay No.	HO217
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian shops

Significant Dates

c.1873

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The shops and residences, constructed in 1873, at 141-143 Nelson Place, Williamstown.

How is it Significant?

The shops and residences at 141-43 Nelson Place, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they demonstrate the development of Nelson Place during the latter part of the nineteenth century when it was the main commercial centre of Williamstown. They are also important for its associations with the locally prominent Henry Douch and No 141 is also of interest for its early use as a bank. (AHC criteria A4 and G1)

Aesthetically, they are an identifiably early and simply formulated design which is near original and possesses valuable details (shop fronts) and a rare carriageway. (AHC criteria B.2, E1 and F1)

History

Henry Douch, baker, who operated his baker's shop from a site further north (No. 145), built this five and eight room, stone and brick shop and residence pair in c1873, after the sale of the old Customs House Reserve in 1872. For a time the Commercial Bank of Australia leased No. 141, until it occupied Douch's Nos. 145-47 Nelson Place. Henry Hurst, grocer, occupied No. 143 (1).

Henry Douch was a figure of some stature in Williamstown. He operated a bakery and confectionery business from 141 Nelson between 1869 and 1877 (2), was a member of the Williamstown borough and town council for twenty years and occupied the mayoral chair twice (1870 and 1885). He was also a Justice of the Peace and retired as a major from the volunteer forces (3).

Some of his and the next owner's (David Doughton) tenant's included George Ransome, a grocer; Charles Curtis, another baker; and Thomas Henry Ramsay, a dairy produce merchant (No. 141) as was George Phillips who preceded him (4).

Description

A two-storeyed parapeted and stuccoed shop and residence pair with symmetrical architraved fenestration, timber shop fronts and a covered carriageway to the north. The segment arched windows, string moulds and cornice lines match those of 145-147 Nelson Place (also a Douch property) (q.v.) as do the paired brackets, to the single pilaster at the south end, which support a block and a parapet urn above. Smooth stuccoing of the chimney shafts indicates an original face-brick form.

The street verandah has been removed.

External Integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

An identifiably early and contributory part of the Nelson Place precinct.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Developing local, regional and national economies, Marketing & retailing

Associations

Henry Douch, Michael Egan.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Recommended – Part of Precinct
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to reconstruct the street verandah in accordance with the relevant guidelines in *Nelson Place, Williamstown Verandahs*.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Helen Lardner Conservation & Design (2002) *Nelson Place, Williamstown Verandahs*
- 1 Williamstown Rate Books 1869-70 (47-48), 1877 (55-56), 1893-94 (60-61), 1902 (55-56).
- 2 Sutherland, A (Ed) (1978) *Victoria and its Metropolis* p.668.
- 3 Evans, Wilson P (1969) *Port of Many Prows* p.180.
- 4 Williamstown Rate Books 1885-86 (58), 1887-88 (53), 1893-94 (60-61)

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Heritage Place Name	Commercial Bank of Australia (Former)
Address	145-147 Nelson Place, Williamstown
Heritage Overlay No.	HO218
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Italian Renaissance Revival shops

Significant Dates

1872-73

Designer

Michael Egan?

Builder

Unknown



Statement of Significance

The former Commercial Bank of Australia, now shops and residences, designed by Michael Egan and constructed in 1869, at 145-147 Nelson Place, Williamstown.

How is it Significant?

The former Commercial Bank of Australian, now shops and residences at 145-47 Nelson Place, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they demonstrate the development of Nelson Place during the nineteenth century when it was the major commercial precinct in Williamstown. Number 145 is of particular interest as the premises of the first CBA branch in Williamstown and also as the baker's shop of the locally important Henry Douch. (AHC criteria A4 and H1)

Aesthetically, they are significant as representative examples of mid-nineteenth century commercial buildings that contribute to the historic character of the Nelson Place precinct. (AHC criterion E1)

History

During the late 1860s, baker Henry Douch (q.v.) occupied a shop '52 Nelson Place' to the north of Nos. 145-47. By 1869 he had built this shop and residence pair each of stone and five rooms and taken his '52' number to this site, being content to create street number disorder; George Hall, a draper, leased 147. After construction of Nos. 141-43 (q.v.) and leasing of No. 141 to the Commercial Bank, Douch either reconstructed or united Nos. 145-47 to provide stone premises of eleven rooms for the bank in 1880: manager, Edward Smith occupied both the new and the old premises.

The bank's tenure of one (No. 145) or both premises seems to have varied through time. Henry Douch retained ownership until 1887 when 145 Nelson Place was purchased by the Commercial Bank of Australia, the bank manager being William Thomas. After 1891-2 when their new premises were built, 145 remained under the proprietorship of the bank whilst No. 147 had reverted to the O'Reilly estate (Douch's executors?). The building was leased by a series of tradesmen, chiefly Edward Kirkby, a watchmaker and Thomas Fenton, a jeweller (145), Mrs. Taylor and as the APB Boot Palace (No. 147) (1)

Description

A superficially dissimilar stuccoed two storey shop and residence pair with common cornice and string moulds, and segment arched and architraved windows but differing in the above cornice parapet decoration. Presumably both looked similar to Nos. 141-143 until the bank made superficial changes to 145 (after acquiring it c1887) which were matched in a weak form on No. 147. Number 145 has a balustraded and pierced parapet on either side of gabled raised entablature whilst a shallower gable has been grafted onto 147. The grand eight-panel door-pair, set beside the pilaster division, is indicative of its former bank role: most of the timber shopfront survives beside it.

Number 147's shopfront has been replaced, No. 145's altered in detail only; the street verandahs have been removed.

External Integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

Contributes to the Nelson Place precinct as part of a group of related two storey Victorian era shops and residences.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing

Associations

Commercial Bank of Australia, Henry Douch

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Recommended – As part of Nelson Place Precinct
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to:

- Reconstruct the street verandah in accordance with the guidelines in *Nelson Place, Williamstown Verandahs*.
- Reconstruct the shop front to No 147 as typical or original using available evidence.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Helen Lardner Conservation & Design (2002) *Nelson Place, Williamstown Verandahs*

1 Williamstown Rate Books 1874 (50), 1877 (54), 1887-88 (61), 1888-89 (60), 1892-93 (63), 1898 (59), 1902 (57)

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Heritage Place Name	Shops and Residences
Address	151-153 Nelson Place, Williamstown
Heritage Overlay No.	HO219
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian shops

Significant Dates

1860

Designer

Michael Egan?

Builder

Unknown



Statement of Significance

What is Significant?

The shops and residences, designed by Michael Egan and constructed in 1860, at 151-153 Nelson Place, Williamstown.

How is it Significant?

The shops and residences at 151-153 Nelson Place, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they are among the oldest shops in Nelson Place and illustrate the early development of the street during the most prosperous period of the Port. They are also important for their associations with Thomas Mason. (AHC criteria A4 and H1)

Aesthetically, although altered at ground level, they are significant as a distinguishably early Victorian commercial building with rare features such as the undivided hipped roof, which contributes to the historic Nelson Place streetscape. (AHC criteria E1 and F1)

History

Thematic history

Barnard (1999) notes that:

Retail centres develop with the markets they service. Given that much of the early, concentrated population development in Hobsons Bay occurred at Williamstown, this is where the earliest shops were located, usually in Nelson Place facing the port. By 1851 two immigrants who passed through Williamstown noted its 'good stone-built houses, stores and hotels',¹ though their fellow immigrant, William Kelly suggested that the stores open here were primarily butcher's shops set up to supply ships in port.² Nelson Place remained the primary shopping centre of Williamstown until the 1880s when, with the decline of the port of Williamstown, the town turned inward and shops began to develop in Ferguson Street and Douglas Parade.³

Specific history

William Langhorne owned this Crown Allotment in 1841, first mortgaging it for £1069 and again for £7700: the latter mortgage being on the south half of the allotment ie. the site of 151-53 Nelson Place. A further transaction in 1841 placed this subplot in trust '...whereon the Albion Hotel is built'. Langhorne then sold it to John Hawden for a mere £1300 who leased it back to Alfred Langhorne at £156 yearly. By 1848, Hawden had sold to a pilot, Thomas Sutton, whose widow's interests passed to Thomas Mason in 1850. As her intended husband Mason obtained the property free of debt by 1858. The *Melbourne Directory* of 1860 lists Charles Porter's Albion Hotel one lot to the north of Mason's shops and dwellings; being reputedly destroyed by fire at a later date (1).

Thomas Mason, who owned these two shops, each of stone, brick and four rooms until c1880, was one of the most significant men in the early history of Williamstown. In 1858 he ran the two shops jointly with Benjamin Culley, a draper and clothier (Refer to 55 Cecil Street). Culley and Mason's partnership dissolved and after a brief period as the Ship Inn, in 1859, the two shops were now leased to various other businessmen, some of the longest standing being Matthew Suffren, a watchmaker; Edward Bailey, a chemist; a stationer, George Divers; Henry Douglas a plumber and Henry Linton, a boot maker (Refer to 22 James St, 46-48 and 50 Stevedore Street). In 1880 Mrs. Mason had assumed ownership which she retained until the shops were retaken by the executors of Sutton's estate (1890) (2).

Given the property's description in the period 1857-59 as a store of wood and stone and in 1860, as two shops of brick and stone, it is probable in that year that the whole premises was rebuilt.

Thomas Mason, originally a Londoner, arrived in the colony in 1841. On 24 August 1844 he took charge of the signal station, and subsequently the light- house (then a lamp in a wooden tower), for a further five years (3). In *Port of Many Prows*, Wilson Evans recounts a tale which indicates that Mason may not have been entirely conscientious in this role (4). After this he took up storekeeping and auctioneering but gave up the shopkeeping in 1858. He was a member of the first Williamstown Council and its chairman no less than four times (1856, 1860, 1862, 1864) (5). He represented Williamstown in the Legislative Assembly in 1860-61 (6). Andrew Rider's photograph of Nelson Place, taken c1866 shows these shops as the most substantial in the block and adorned with a slender timber verandah. The next shop to the north is Elworthy and Dobbin's butchers shop: the vacant site between being where the Albion Hotel had stood (7).

Description

A two-storeyed stucco-fronted brick and stone (lower level) residence and shop pair with a common, hipped iron-clad roof, symmetrical upper fenestration, and a simple low parapet to the facade. A moulding at the storey-line once took the street verandah and presumably the facade (upper) was

¹Samuel Mossman and Thomas Bannister, quoted in Lack & Ford, op cit., p.21

²William Kelly, op cit., p.30

³Ada Ackerley, 'A Walk in Old Williamstown' in *Williamstown History Kit*, 1987

once face brick. Two face-brick chimneys are appointed to each shop.

The ground floor shop fronts have been altered and the street verandah removed.

External Integrity and condition

Integrity – Moderate. *Condition* - Good

Context

An identifiably early part of this commercial streetscape.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing and retailing

Associations

Thomas Mason

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Recommended – As part of Nelson Place Precinct

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to restore or reconstruct shopfronts and to reconstruct the street verandah in accordance with the guidelines in *Nelson Place, Williamstown Verandahs*.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Helen Lardner Conservation & Design (2002) *Nelson Place, Williamstown Verandahs*

1 Registrar General's Office, General Law Titles; Sands and Kenny (later McDougall) *Melbourne Directory* 1860 & 1865; Rider photograph (not shown).

2 Williamstown Rate Books 1858-59 (254); 1860-61 (279), 280; 1867-68, (52); 1880-81 (57, 58); 1857 (256); 1893-94 (65, 66); 1888-89 (64); 1902 (60, 61).

3 Sutherland, A (Ed) (1978) *Victoria and its Metropolis*, p.490

4 Evans, Wilson P (1969). *Port of Many Prows* p.110-111

5 Sutherland, A (Ed) (1978) *Victoria and its Metropolis*, loc. cit.; Evans, Wilson P (1969). *Port of Many Prows* p.179

6 *One Hundred Years of Representative Government*, p.206-207; Evans, Wilson P (1969). *Port of Many Prows*, loc. cit.

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Heritage Place Name	Bay View Hotel (Former) and Shop
Address	175 Nelson Place, Williamstown
Heritage Overlay No.	HO220
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Edwardian Freestyle
Hotel & shop

Significant Dates

1910

Designer

Gordon McCrae

Builder

Mr Ingham



Statement of Significance

What is Significant?

The former Bay View Hotel and shop, designed by Gordon McCrae and constructed by Mr Ingham in 1910, at 175 Nelson Place, Williamstown.

How is it Significant?

The former Bay View Hotel and shop at 175 Nelson Place, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the hotel is significant as an illustration of the far reaching influence of the Licenses Reduction Board, which was established in 1906, which led to the construction of new hotels to meet improved standards and usually an increased level of hotel ownership by major breweries, however, in this case it remained privately owned. It is also significant for its associations with Andrew Rider who is known regionally for his photographs of early Williamstown. (AHC criteria A4, D2 and H1)

Aesthetically, the hotel and shop are significant as representative examples of Edwardian commercial architecture, which contribute to the historic Nelson Place streetscape. (AHC criterion E1)

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that “probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown.”

Specific history

Andrew Rider, hairdresser and photographer, whose name is linked with the hotel from 1875, was the owner of the new 13 room brick Bay View hotel and shop constructed in 1910 whilst George W. Magor was both the new and old publican (2). A year later, JJ Jeffries purchased the hotel, and by 1920 Hannah Starr was the licensee (3).

Gordon McCrae was the architect and Ingham the builder of what was described as ‘a reflex of internal comfort’ as well ‘as a marked improvement’ to the architecture of Nelson Place. Upstairs a ‘clubroom’ could comfortably accommodate over 100 persons and ‘Alcock’s best Commonwealth’ table awaited the pleasures of the guest in the room below. (4)

Andrew Rider occupied a shop at 55 Nelson Place from as early as 1860, which included a reading room ‘constantly supplied with the daily and weekly journals – British and other Periodicals’.¹ He is perhaps best known as a photographer and captured many images of Williamstown during the mid to late nineteenth century that today provide an important historic record of the significant development of the town during that time. He won a gold medal for his photography at the Inter Colonial exhibition of 1866 and also exhibited at the Centennial Exhibition in Victoria in 1888.²

The new Bay View Hotel was built in the period following the establishment of the Licenses Reduction Board in 1906. Many hotels were closed or substantially altered or extended during this period so as to meet the requirements of the Board, and as many publicans were financially unable to improve their facilities this led to an increasing hotel ownership by major breweries.

As with many other Williamstown hotels (refer to 39 Cecil Street, 3 Electra Street) there was an earlier wooden hotel of the same name on the same site. (1) There was a Bay View Hotel in Nelson Place as early as 1869 (A Ackerly: inquest there 2.69), the publican being Joel Barnett.

¹ Strahan (1994) *At the Edge of the Centre. A History of Williamstown.* p.189

² *ibid.* p.186

Description

A two-storey red brick and stuccoed, parapeted hotel, and adjoining one-storey brick shop, with an asymmetrical facade comprised of three bays: a central raised bay with flanking piers, topped by cement balls, and similarly framed side-bays with both coupled and paired rectangular windows. The central bay has arched openings: one onto a bowed balconette, the other is the main entrance. The ox-bow parapet, bowed balustrade cement plant motifs and corner bartizan motif, are in common with contemporary Medieval Revival Free Style buildings, in particular the Prince Albert Hotel, Douglas Parade, and British architect, C.F.A. Voysey's Sanderson Wall Paper factory, Chiswick, London (1902-03).

The adjoining shop empathises with the hotel but in miniature, with a stuccoed parapet and raised entablature on which a ball is centred with a garland placed below it. The timber shop front has survived.

The lower level, south end, has been altered and added to; the shop brickwork has been painted and the parapet painted to obscure the connection with the hotel; the shop probably had a verandah.

External Integrity

Integrity – Moderate. Condition - Good

Context

A contrast in materials but matches in its parapeted form, scale and siting with the rest of the Nelson Place commercial streetscape.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

Andrew Rider JJ. Jeffries

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Recommended – As part of Nelson Place precinct
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to restore ground level as evidence allows; repaint in original or typical colours.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- 1 Sands and Kenny (later McDougall) *Melbourne Directory* 1870, 1875 & 1857
- 2 Williamstown Rate Books 1874 (754)
- 3 Williamstown Rate Books 1920-21 (72), 1915-16 (72), 1913-14 (71), 1912-13 (71), 1909-10 (70-71)
- 4 Press cutting held by Wilson Evans, dated 27 August 1910

Heritage Place Name	Bank of Australasia (Former)
Address	189 Nelson Place, Williamstown
Heritage Overlay No.	HO221
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H1769)

Style & Type

Victorian Italian
Renaissance Revival Bank

Significant Dates

1876-77

Designer

Reed & Barnes

Builder

Pearce & Murray



Statement of Significance

What is Significant?

The former Bank of Australasia, designed by Reed & Barnes and constructed by Pearce & Murray in 1876-77, at 189 Nelson Place, Williamstown.

How is it Significant?

The former Bank of Australasia at 189 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was the second major purpose-built bank in Williamstown (after the ES&A Bank, 1873); the eighth such building commissioned by the bank in the colony since incorporation in 1835; and their first suburban branch bank building. It demonstrates the importance of Nelson Place as the main commercial centre in Williamstown during the later part of the nineteenth century. It is also important as the first commission within Melbourne for the Bank of Australasia by the renowned architectural firm of Reed & Barnes. (AHC criteria A4 and H1)

Aesthetically, it is architecturally significant as an important example of the work of the renowned architectural firm of Reed and Barnes. The building is an original and elegant composition in the Italian Renaissance Revival style with rich decoration and detail and makes an important contribution on a prominent corner site to the historic Nelson Place streetscape. (AHC criteria E1 and F1)

Note: Included on the Victorian Heritage Register as VHR 1769.

History

The Bank of Australasia first opened a branch at Williamstown during 1854. (1) Following the example of the new ES & A branch farther to the south, this new building was designed by architects, Reed and Barnes, (Believed to be this firm's first commission for the bank) and was erected by Pearce and Murray in 1876-77. (2) The bank reputedly paid £47 per foot frontage for their site, conducting an extensive examination of the soil conditions before building. (3)

This was the eighth branch to be constructed for the Bank since its incorporation in 1835 and is believed to be the first suburban example.

Accommodation was provided upstairs for the manager and between 1877 and 1902 the bank managers were William Pestell, Henry Crossley, and John Davies. It became a branch of the ANZ bank in 1951. (4)

Description

This Italian Renaissance revival bank is of two storeys, faced in stucco and parapeted in form. It was described in rate books as of stone (footings) and brick and containing 8 rooms (3). A smooth rusticated base gives due emphasis to the more richly ornamented upper storey with its balustraded and pierced parapet. This ornament includes the aedicule window treatment (with the implied vermiculated stucco fanlight shutters); the wrought iron balustrade panels, forming a saltire cross to span the balconettes at the base of each aedicule; the unusual string mould segment used at each corner; and the deeply bracketed cornice moulding above. Arched fenestration at the corner level is linked by an impost mould and adjoins an impressive six-panel door-pair facing Nelson Place. A fine pair of wrought iron gates is placed across this door.

Shutters are gone from the upper windows; otherwise near original except for colour. There are unrelated commercial additions at the rear, visible from the side street.

External Integrity

Integrity – High. Condition – Good.

Context

A major corner element in the historic Nelson Place precinct that complements 185-87 Nelson Place, echoes No.195 opposite and is countered on the west by the wedge formed by the post office.

Thematic Context

Principal Australian Historical Theme(s)

Financing Australia

Associations

Bank of Australasia, Reed & Barnes

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H1769
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to repaint in original colours and to consider restoring missing details (eg. shutters).

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- 1 Evans, Wilson P (1969) *Port of Many Prows* p.44; tenders called October 1876
- 2 Williamstown Rate Books 1877 (76); Trethowan; Williamstown Rate Books 1883 (81), 1902 (76)
- 3 Wilson Evans
- 4 Williamstown Rate Books 1903-04 (82), 1890-91 (81)

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Heritage Place Name	Commercial Bank of Australia (Former)
Address	193 Nelson Place, Williamstown
Heritage Overlay No.	HO222
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italian
Renaissance revival bank

Significant Dates

1892

Designer

Smith & Ogg

Builder

Unknown



Statement of Significance

What is Significant?

The former Commercial Bank of Australia, designed by Smith & Ogg and constructed in 1892, at 193 Nelson Place, Williamstown.

How is it Significant?

The former Commercial Bank of Australia at 193 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, as the third major bank constructed in Nelson Place it demonstrates its importance as the main commercial centre in Williamstown during the latter part of the nineteenth century. (AHC criteria A4 and G1)

Aesthetically, it is significant as a relatively late example of an Italian Renaissance Revival commercial building with typically rich detailing to the principal facades. Situated on a prominent corner site at a key intersection, opposite a similarly styled former Bank, it makes an important contribution to the historic character of the Nelson Place precinct. (AHC criteria E1 and F1)

History

This restaurant, formerly a CBA bank was designed for the Commercial Banking Company by architects Sydney Smith and Ogg. The building was completed by 1892 and John Bingle was installed as manager, followed by Robert Owen in 1898 (refer to 141-43, 145-47 Nelson Place). It was described as a stone and brick premises, of 8 or 9 rooms with an adjoining shop which was leased by tenants such as Henry Ternes, watchmaker (1).

Description

A two-storey parapeted and stuccoed Renaissance Revival bank, on an angled site possessing a splayed-corner entrance; a shop occurs on the north end. Pronounced, smooth rustication is used on the base storey whilst, as for the former Bank of Australasia (On the opposite corner), aedicule windows are used for the upper facade, echoing the pedimented corner entrance below. Balustrading and piers enrich the parapet which has an unusually plain raised entablature at the corner. The former CBA Bank shows typical late Victorian heaviness of detail when compared to its opposing neighbour.

The shopfront, although sympathetic, is not original. Other changes to the original fabric include the replacement of an upper floor window to the shop, and the replacement of the original cast iron verandah.

External Integrity

Integrity – Moderate. Condition – Good.

Context

Like the former Bank of Australasia on the opposite corner, it occupies a prominent corner site commencing the 19th century commercial streetscape of Nelson Place north and linking by commonality of form and detail, with Nelson Place west. It also relates to the former Post Office at the corner of Parker and Cole Streets as the bridge between these two streetscapes and the public buildings group in Cecil Street.

Thematic Context

Principal Australian Historical Theme(s)

Financing Australia

Associations

Commercial Bank of Australia, Smith & Ogg

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes with interior controls

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to restore the upper floor windows to the shop and repaint as original or typical.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1892-93 (84); Sands and Kenny (later McDougall) *Melbourne Directory* 1893; Williamstown Rate Books 1898, (80), 1902 (77); Trethowan, *Banks of Victoria*

Heritage Place Name	'Salisbury Buildings'
Address	195-203 Nelson Place, Williamstown
Heritage Overlay No.	HO223
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italian
Renaissance revival shops

Significant Dates

1889

Designer

CJ Polain

Builder

Henry Hick



Statement of Significance

What is Significant?

The shops and residences, designed by CJ Polain and constructed in 1889, at 195-203 Nelson Place, Williamstown.

How is it Significant?

The shops and residences at 195-203 Nelson Place, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it demonstrates the development of Nelson Place during the latter part of the nineteenth century when it was the main commercial centre in Williamstown. It is also of interest as an example of a speculative building erected during the Boom years of the late nineteenth century, which has associations with locally important identities such as WH Roberts. (AHC criteria A4 and H1)

Aesthetically, it is architecturally significant as an important example of the work of noted local architect, CJ Polain, using ornament and composition skilfully within a common commercial format. It makes a significant contribution to the historic Nelson Place streetscape. (AHC criteria E1 and F1)

History

The solicitor, William Henry Roberts (refer 52-54 Pasco Street) had these shops and residences built in 1889 as an investment: they were of brick and ranged from five to seven rooms. With the collapse of the land boom and his consequent monetary problems, he gradually sold off these buildings. By 1894 he had sold 201 and 203 to John Morgan, the estate agent (q.v.), and by 1898 James H. Riley, an accountant, had acquired the other two (1). These premises were leased to various trades-folk such as Charles Bailey, a tailor; James Hall, a grocer and John Liston, a hairdresser. (2)

The building was constructed by local builder (and Councillor) Henry Hick, to the design of local architect, CJ Polain, who also designed other notable Williamstown buildings including Punshon's Federal Stores at 82-84 Ferguson Street (q.v.) and the Masonic Temple at 21-25 Electra Street (q.v.)¹

John James Liston, occupier of 197 Nelson Parade early in the twentieth century, served as a councillor from 1898 almost continuously until 1930, including three terms as mayor in 1901-02, 1913-14 and 1922-27. It was then that Liston revealed his grand plans, as president of both the football and cricket clubs, to transform the old recreation reserve near Point Gellibrand into a new recreation centre.

Morgan Gunn & Co., the estate agents, had a longer association with the row (199 Nelson Place); John Morgan himself being a prominent commercial figure and his business very active during the land boom of the late nineteenth century. The firm later moved their operations to 193 Nelson Place (Refer 135-137 Cecil Street) (3).

Description

A two-storey stuccoed and parapeted Victorian shop and residence terrace row with an ornately decorated upper facade. Successfully composed about the varying room sizes it encloses, the facade is nevertheless symmetrical with window pairs in the flanking bays and Venetian window groups in the central two bays. Broken pediments surmount the two raised entablatures over these latter bays, which contain key-stoned architraves over shell motifs; the pediments being repeated in the secondary entablature below the balustraded parapet. Corinthian pilasters linked by foliated impost moulds provide structure to the profusion of stucco ornament (garlands strapwork) which pervades around the generally arched windows. Timber shopfronts survive except on 203.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Marketing & retailing

Associations

William Roberts, John Morgan, CJ Polain, JJ Liston

¹ Lewis (1988) cites tender notice in 22 December 1888 edition of *Building, Engineering & Mining Journal*

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Recommended – As part of Nelson Place precinct
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- 1 Williamstown Rate Books 1889-90 (85-88), 1893-94 (85-88), 1898 (82-85), 1902 (197-203)
- 2 *ibid.*
- 3 Elsum, WH. (1934) *The History of Williamstown* pp.73, 76, 119, 121, 123; *Williamstown Chronicle* 8 September 1872; Sands and Kenny (later McDougall) *Melbourne Directory* 1910 & 1928
- Lewis, M. (1988) *Australian Architectural Index*. Entries for City of Williamstown.

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Heritage Place Name	Williamstown Advertiser Offices (Former)
Address	205 Nelson Place, Williamstown
Heritage Overlay No.	HO224
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H865)

Style & Type

Victorian Italianate
commercial

Significant Dates

c.1874, c.1888

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The former Williamstown Advertiser office, constructed between 1874 and 1888, at 205 Nelson Place, Williamstown.

How is it Significant?

The former Williamstown Advertiser office at 205 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it demonstrates the important phase of development of Nelson Place during the nineteenth century when it was the principal commercial centre of Williamstown. It is also important for its associations with Alfred T Clark and as one of the early newspaper offices in the city. (AHC criteria A4, D2 and H1)

Aesthetically, it is notable for its skillful design and rich façade, which is remarkably original and contributes to the nineteenth century character of Nelson Place. (AHC criteria E1 and F1)

Note: Included on the Victorian Heritage Register as VHR H865.

History

Radical politician and self educated businessman Alfred T. Clark, in conjunction with Douglas Elder, first published the *Williamstown Advertiser* in 1874 from a printing establishment owned by the Bank of Australasia on this site. This was a site at or near the old *Williamstown Independent* office of the 1860s. The firm became Clark, Clark and Elder in 1880 (William and Alfred Clark) and simply Clark & Clark in 1883. Matthew J. Smith joined Clark in an auctioneering business coincident with the newspaper and with the approaching land boom.

Rate books of 1874 list Elder as occupier of an 'office' valued annually (NAV) at £20; this doubles in the next year when Elder and Clark are the bank's listed tenants. An 1880 description includes 'stone and wood' with a NAV of £55. Between 1885 and 1888, the NAV doubles again from £60 to £120. It is believed that the second storey was added in by 1888 after a fire destroyed the roof of the original single storey building on this site in December 1887. It is possible that the façade was added at this time.

Once built, the present offices (then described as stone), housed Alfred Gagan as the printer. In the early 1890s, the premises contained Thomas Hannah, sharebroker; branch offices of R.L. Fedden, solicitors; Clark & Co, printers and publishers of the *Williamstown Advertiser*; and AT Clark and Matthew J. Smith estate agents(1). It was later also the Williamstown Bathing Co offices.

AT Clark was London born; migrating to Victoria in 1852, pursuing an early maritime career and eventually becoming a tide-waiter at Williamstown. As a Williamstown resident, he contested and won an independent seat in the Colonial Government general election for the Assembly in 1871, achieving support from the working class and public servants with his radical views. He was a leading member of the National Reform and Protection League; was commissioner of customs and trade in 1880-1. In this office he obtained improved navigation aids on the Victorian coast and passing of the Passengers, Harbours and Navigation Laws Amendment Act.

The Advertiser meanwhile was commenced to give 'vigorous and independent expression to local issues' whilst Clark broadened his scope in the land boom period to directing insurance companies, building societies and land syndicates, 'arranging' that a railway station be built at Laverton to benefit a subdivision there and promoting the Newport estate with much colour. After criticism of the Legislative Council for its financial bias, his recently accrued riches allowed him to contest and lose the Council seat of North Yarra in 1887 and to construct the richly appointed 'Advertiser' offices. He died abroad in 1888 whilst journalist, Andrew Curtain and printer Gagan carried on the business: the former until 1925 (2).

Description

A parapeted, two storey stuccoed brick former offices and residences with a trabeated, three-bay facade consisting of bold rusticated pilasters between which arcaded or arched window openings are placed; the arcades resting on stylised, Ionic order columns. Parapet balustrading, a dentillated cornice and bracketed string moulding are bold horizontals for the trabeation, underscored by the foliated horizontal panels, tympanums and the celebrated frieze depicting Caxton. Draped parapet urns, deeply modelled five-panel door pairs and (presumably still under the present sign) the newspaper's name, in bas relief, add to the richness of the boldly executed composition.

The parapet holds the date 'AD1874', which was the first year of the newspaper's publication.

Signage has been added, one covering the panel over the entry.

External Integrity and condition

Integrity – High. Condition - Good.

Context

Contributes to the nineteenth century commercial streetscape of Nelson Place.

Thematic Context

Principal Australian Historical Theme(s)

Working

Associations

AT Clark, Douglas Elder

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Recommended as part of Nelson Place precinct.

Register of the National Estate: Recommended

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamston Conservation Study Review Part 1*

1 Research by C.W. Gibson reveals that a second storey was added in Feb/March 1888 after a fire destroyed the roof of the single storey building on 2 Dec 1887.

2 D. Rofe, in Pike, *Australian Dictionary of Biography* Vol.3, p.398; Williamstown Rate Books 1885 (88-89 – NAV £60), 1888-89, (86 – NAV £120); Sands and Kenny (later McDougall) *Melbourne Directory* 1860, 1891 & 1897-98; Melbourne Metropolitan Board of Works c.1905 Detail Plan No. 37; photograph of 1895 procession (WHS); Evans, Wilson P (1969). *Port of Many Prows* p.125.

3 *ibid*; Williamstown Rate Books 1898 (96); Evans, Wilson P (1969). *Port of Many Prows*, p.126

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Heritage Place Name	Yacht Club Hotel
Address	207 Nelson Place, Williamstown
Heritage Overlay No.	HO225
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate Hotel

Significant Dates

1892

Designer

Powell, Whitaker & Canning?

Builder

Unknown



Statement of Significance

What is Significant?

The Yacht Club Hotel, constructed in 1892 possibly to a design by Powell, Whitaker & Canning, at 207 Nelson Place, Williamstown.

How is it Significant?

The Yacht Club Hotel at 207 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was associated with the initiation of the Hobson's Bay Yacht Club and a prominent quasi-public building in the town. (AHC criteria A4 and D2)

Aesthetically, it is a near original competently designed hotel building in a common late nineteenth century commercial form which contributes to an important streetscape and possesses interesting details associated with its maritime setting. (AHC criteria E1 and F1)

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that “probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown.”

Specific history

The Yacht Club Hotel was built in 1892 as a 14 room brick structure on a site previously occupied by an iron-framed 'wooden' hotel called the Lord Clyde. Tender notices were placed by the firm of Powell, Whittaker & Canning for the pulling down and “re-erection of the Clyde Hotel in Nelson Parade, Williamstown” in July 1889. (5)

The name of the hotel follows the completion of the nearby Hobson's Bay Yacht Clubhouse in 1888. The founding commodore of the Yacht Club was Henry Press who arrived in Melbourne during 1881 to compete in the Intercolonial Yacht Race as master of a New Zealand racing yacht, the 'Taniwha'.

Press came to Australia from England where he had a successful channel pilot career. Overcoming some resistance among the Port Phillip pilot service, he entered their ranks in 1883 and, in parallel, began establishing a reputation as Melbourne's master yachtsman and as marine artist. He became founding commodore of the Hobson's Bay Yacht Club in 1888, after establishing his credentials by winning the Victorian Yacht Club Cup in 1882. He retired from the pilot service in 1909 and died in 1920.

Both hotels were owned by Carlton and West End Breweries, later the Carlton Brewery Ltd. The publicans for the first ten years of the new hotel were Thomas Durham, Michael St. John Kennedy and William Caldwell. (2) Frank Buckle (later Buckle Brothers) provided decorative finishing touches to the building. (3)

The earlier hotel was first mentioned as a converted prefabricated bank in c1877 (A Ackerly); the licensee being Frederick Musica (A Ackerly: *Williamstown Advertiser* 8 September & 8 December 77, and 28 June 1879), later T.G. Bridall. (1)

Description

The Yacht Club is a two storeyed, parapeted stuccoed Victorian hotel with segment-arched upper fenestration and arched, at the lower level. Cornice, impost and string intermittent moulds divide the facade laterally whilst balustrading to the parapet and smooth rustication to the lower facade complete the typical commercial ornament of the period.

Notable ornamentation includes the stylised shell motif in the arched raised entablature and the 1881 New Zealand built yacht 'Taniwha' beneath, both in stucco bas-relief (4).

Externally, the building is generally original except for the removal of parapet orbs from the end piers, the added dado tiles, minor alterations to ground level openings, and addition of signs. The sill of one ground level window opening has been lowered.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

The Yacht Club Hotel is a contributory element within the historic Nelson Place commercial streetscape.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

Carlton & West End Brewery, Thomas L Parker, WJ Suiter, Henry Press and Williamstown Yacht Club

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Recommended – as part of Nelson Place precinct.
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to restore or reconstruct original features such as the parapet orbs and ground level opening details using available evidence (Refer photograph in *Williamstown Illustrated* 1904) New signage should be minimized.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Williamstown Rate Books 1892-93 (92); Sands and Kenny (later McDougall) *Melbourne Directory* 1880 & 1885, Melbourne Metropolitan Board of Works Detail Plan 37, 1892

2 Williamstown Rate Books 1898 (87), 1902 (84)

3 Evans, Wilson P (1969). *Through the Rip* p.82

4 Neale, R.P. (1984) *Jolly Dogs Are We, The History of Yachting in Victoria* p.211; Wilson Evans

5 Lewis, M (1988) *Australian Architectural Index*. Entries for Williamstown

Heritage Place Name	Modern Buildings
Address	217- 219 Nelson Place, Williamstown
Heritage Overlay No.	HO226
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Transitional Victorian
Federation shops

Significant Dates

1909

Designer

John Garnsworthy

Builder

John Garnsworthy



Statement of Significance

What is Significant?

The Modern Buildings, designed and constructed by John Garnsworthy in 1909, at 217-219 Nelson Place, Williamstown.

How is it Significant?

The Modern Buildings at 217-219 Nelson Place, Williamstown are of local historic, aesthetic and technical significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was constructed for John Garnsworthy, one of Williamstown's more renowned builders and in an innovative fashion, which belies its speculative intent. (AHC criteria A4 and H1)

Aesthetically, it is significant as an unusual neo-classic design in an uncommon material, which has been altered in detail but is a valuable contribution to the commercial streetscape. It includes features innovative for the time such as the large first floor balcony. (AHC criteria E1 and F1)

Technically, it is significant as an early example of concrete construction and one of two examples by the same builder in Williamstown. (AHC criteria B2 and F1)

History

On the former site of a timber auction rooms and wood merchant's yard owned by John Morgan (q.v.) Williamstown builder, John Garnsworthy (q.v.) erected these two concrete masonry shops and residences in 1909 (1). His tenants included boot maker Samuel Spry (217); Richard Waterman, a boot seller (219); Henry A. Ternes (217), a watchmaker; and a later group being Hugh Miller, boot salesman and Charles H. Smith, jeweller (2).

A contemporary report in the *Williamstown Advertiser* noted that:

Mr J Garnsworthy intends to introduce some new features in to the shops he is building in Nelson Place. The balcony overlooking the bay will add considerably to the comfort and luxury of the residence quarters. It included an ornamental balustrade and receptacle for pot plants and ferns.

Mr Garnsworthy has an idea that sufficient use has not been made of the possibilities for a marine view and he intends to introduce features by which full advantage may be taken of the natural aspect of this part of Nelson Place in that respect.¹

John Garnsworthy (Snr.), performed a number of large civil contracts throughout the State as part of the firm of Garnsworthy & Smith. These include the first contract for the costly formation of the entrance to the Gippsland Lakes (1883 for £13,328) and the Warrnambool breakwater (1884). Locally, his firm constructed part of the MMBW pumping station and the Melbourne Glass Bottle Works complex, both in Spotswood. Garnsworthy was also on the first 'election' committee for the Williamstown Cottage Hospital after its incorporation in 1893. The Modern Buildings were one of his last major commissions before his death in 1912.

Description

An unusual commercial form built from an uncommon vesiculated concrete masonry and stuccoed in-situ concrete. Using a simplified and free use of classical ornament, the shops' upper levels are divided by ogee-profile walls, one extending forward of the other, which makes the stepped nature of the two facades: 219 being forward of 217. Both feature upper level terraces.

Central to, but detached from both, is an elevated broken pediment, with a shell in the entablature frieze, which depicts the buildings' name and is placed on the parapet to the lower level facade which is in turn built on the property line. Comparable contemporary buildings using this vesiculated masonry exist in Camberwell (domestic examples) but otherwise it is uncommon in this period.

Changes to the original fabric include:

- The shopfronts, which are not original but are related.
- Frameless glass balustrading that has been added to the terrace (this possibly replaced an earlier balustrade) with a fabric awning over, obscuring the upper facade.
- The tiling of the corner walls.

External Integrity and condition

Integrity – Moderate. Condition - Good

Context

Contributes to the nineteenth century commercial streetscape of Nelson Place.

¹ *Williamstown Advertiser* 'Garnsworthy shops' 6 March 1909

Thematic Context

Principal Australian Historical Theme(s)

Developing Local, Regional and National Economies, Marketing & retailing

Associations

John Garnsworthy

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Recommended – as part of Nelson Place precinct.

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Melbourne Metropolitan Board of Works FN.68921; Williamstown Rate Books 1909-10 (88-89); *Williamstown Chronicle* 4 September 1909

2 Williamstown Rate Books 1910-11 (88-89), 1915-16 (90-91), 1920-1 (90-91); Sands and Kenny (later McDougall) *Melbourne Directory* 1910

3 Melbourne Metropolitan Board of Works FN.68921

Other references:

C Gibson 2001 cites Garnsworthy death as 30 September 1912

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Heritage Place Name	Wilkins House / Claredon Hotel (Former)
Address	231 Nelson Place, Williamstown
Heritage Overlay No.	HO227
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H231)

Style & Type

Victorian eclectic
commercial

Significant Dates

c.1855

Designer

Charles Laing?

Builder

Unknown



Statement of Significance

What is Significant?

What is Significant?

The former Wilkins residence also known as the former Clarendon Hotel, originally constructed c.1855 with later alteration and additions, at 231 Nelson Place, Williamstown.

How is it Significant?

The former Wilkins residence also known as the former Clarendon Hotel at 231 Nelson Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was owned and occupied by Williamstown's important medical practitioners and briefly by its first and most historically important owner, Dr. Wilkins and for a brief period one of the early hotels of the town run by the renowned Liardet family. (AHC criteria A4, D2 and H1)

Aesthetically, it is an early unusual and generally original building, of a common form but with an uncommon verandah structure and detailing, also it is built from a material (stone) rarely used in the metropolis for housing. It contributes to an important 19th century commercial streetscape. (AHC criteria E1 and F1)Note: Included on the Victorian Heritage Register as VHR H231.

History

Thematic history

Barnard (1999) notes that:

Hotels in the nineteenth century were essential for providing accommodation and sustenance for travelers, as well as meeting places for locals.

In a thriving port, visited by any number of sailors and travelers, it is little wonder that hotels proliferated in the 1850s and 1860s and there were also plenty of working men attached to the railways, port and dockyards who needed to slake their thirst at the end of the day.

..it is little wonder that a guide to Williamstown published in 1904 boasted that "probably in few towns in the States [of Australia] is there better or cheaper accommodation for visitors than in Williamstown."

Specific history

Dr. John Wilkins having acquired a number of prime allotments in this locality also purchased this site, presumably soon after arriving in 1852. As the Clarendon Hotel, this building is also linked with Frank Liardet's premises advertised in 1856 (A Ackerly: *Williamstown Chronicle* 1856). In 1859 Liardet is listed as replacing Dudley in rate books (1859-60, 399) in what was then a 16 room stone hotel. However, Windsor's plan of 1858 shows only a small structure at the middle of the site whilst Cox's 1864 survey shows that this building had joined it (1).

Frank Liardet was the second rated occupier and licensee of the Clarendon Hotel, under Wilkins' ownership in 1860. Liardet advertised the 'lofty and spacious' rooms commanding fine views of the bay and eminently suitable for Melbourne families wishing to escape the dust and heat of that city'. Thomas Dudley had preceded him, announcing in 1858 that he was to shift from the Napier Hotel (q.v.) to the Clarendon, recently occupied by Dr. Wilkins; Wilkins then lived further to the north, near Ferguson Street. Dudley boasted a 'first rate cook' who could provide chops, steaks and soup at a moments notice.

The hotel's description changed with Liardet's occupation from sixteen to twelve rooms and the valuation reduced, possibly indicating reconstruction or demolition of the older premises at the rear (2) Wilkins occupied it briefly as residence in the early 1860s, later leasing it to Edward G. Figg, also a surgeon, who eventually became the owner in c1874 (3). By 1890 Andrew Honman had taken the house, alternately described as of 10 or 8 rooms, and remained there until this century. The valuation in rate books increased by 54% between 1885 and 1888 (4).

Wilkins was appointed in 1852 as Williamstown District Surgeon and assumed the role of Williamstown Coroner in 1854-55 ; reputedly he also had a role as immigration officer, inspecting immigrant ships at the Heads, prior to their passing from the quarantine station area (6). Wilkins' was also the first Williamstown municipal Health Officer from 1856-7.

Francis Liardet's brief stay at the hotel was described later by him in 1887 as a three year period after he and his father had pioneered Williamstown's sister town, Sandridge, in the early 1840s, the family ran the steamer 'Angenora' between Sandridge and the Clarendon Hotel, to convey both clientele and mail to the town (7).

A drawing of Williamstown from c1861 shows a two-storey gabled and verandahed building on this site whilst a photograph of c1890 shows it in its present parapeted form with a hipped roof two storey verandah and the unusual tapered, turned columns it now possesses (8).

Description

A two-storey, parapeted stucco-fronted house with bagged or painted side walls of stone rubble and an unusual two-level verandah with an ogee profile, sheet zinc roof and Byzantine flavoured, tapered and turned (what appear to be) timber columns. A Jacobean-like strapwork pattern iron balustrade is used at both levels whilst the lower verandah consists of (painted) dressed basalt piers. Distinctive architraves surround the openings.

External Integrity and condition

The openings appear generally to have been altered; the facade itself possibly being a refacing late last century. (Further inspection required).

Context

The house contributes to the Nelson Place heritage precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs, Developing local, regional and national economies, Lodging people

Associations

Dr John Wilkins

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H231
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

It would also be desirable to investigate the original form and colour of house and restore as evidence allows.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

1 Registrar General's Office, General Law Titles ; 'Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858' ; 'Williamstown Plan Surveyed by Commander H.L. Cox (RN) 1864-66' ; Williamstown Rate Books 1857,

2 Williamstown Rate Books 1860, 443; Sands and Kenny (later McDougall) *Melbourne Directory* 1857, 1860; *Williamstown Chronicle* 9 April 1859, 7 January 1860

3 Williamstown Rate Books 1864 (53), 1865 (79), 1874 (87)

4 Williamstown Rate Books 1890 (98), 1902 (93); Sands and Kenny (later McDougall) *Melbourne Directory* 1891; Williamstown Rate Books 1885 (97, NAV £65), 1888-89 (95, NAV.£100)

5 *Statistics and Civil Establishment of the Colony of Victoria for the Year 1856*, pp 39-40

6 Evans, Wilson P (1969). 'Through the Rip', (Melb. 1978) , p.29

7 A Sutherland (Ed) (1978) *Victoria and its Metropolis* p.377; Evans, Wilson P (1969) (1969) *Port of Many Prows* p.33

8 Evans, Wilson P (1969) (1969) *Port of Many Prows* after p.40; Williamstown Historical Society.

Heritage Place Name	Holy Trinity Church of England Complex
Address	255 Nelson Place, Williamstown
Heritage Overlay No.	HO228
Heritage Precinct(s)	Nelson Place Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H1734)

Style & Type

English Gothic Revival
Church & Vicarage,
Carpenter Gothic Hall and
significant trees

Significant Dates

1871-74 (Church)
1886 (Vicarage)
1905 (Sunday School)

Designer

Leonard Terry (Church),
Terry & Oakden (Vicarage),
JJ & EJ Clark (Sunday
School Hall)

Builder

Goss & Fleming (Church)



Statement of Significance

What is Significant?

The Holy Trinity Church complex, comprising the Church designed by Leonard Terry and constructed by Goss & Fleming between 1871-74, the Vicarage designed by Terry & Oakden and constructed in 1886, the Sunday School Hall constructed in 1905, the Karoo Thorn Tree and the associated trees and tennis court, at 255 Nelson Place, Williamstown.

How is it Significant?

The Holy Trinity Church complex is of local historic, social, aesthetic and scientific (horticultural) significance to the City of Hobsons Bay.

Why is it Significant?

Historically, Williamstown was one of the first Anglican Parishes created in Victoria and the complex illustrates the significant period of civic and community development of Williamstown during the mid to late nineteenth century associated with the prosperity of the port when Nelson Place was the civic and commercial centre of the town. The complex is also important for its strong associations with locally important individuals such as Rev. George Wilkinson, while the Vicarage was for a long period the residence of the noted Australian writer and poet, Ada Cambridge, during the production of many of her important and provocative literary works. The historic development of the complex is also demonstrated by the mature trees, most notably the Karoo Thorn that is thought to have been planted at the time of the construction of the first church and by its great age is evocative of the earliest phase of development. (AHC criteria A4, D2 and H1)

Socially, the complex demonstrates the importance of the church to the Williamstown community over a long period. (AHC criterion G1)

Aesthetically, the complex is significant as an intact example of a nineteenth century ecclesiastical complex, which comprises:

- A near original church designed in an uncommon but simple Gothic Revival form by the prominent architect, Leonard Terry; it appears to be Terry's largest church commission as diocesan architect in this period. It has a fine and original interior with stained glass windows designed by Napier Waller and objects that are associated with Williamstown's maritime past.
- The Vicarage is a relatively successful and near complete design within the limited medieval revival carried out in the late Victorian period and thus gains distinction as an easily identifiable ecclesiastical residence, also part of a medieval inspired church complex which in turn is related to the important Nelson Place commercial streetscape.
- An intact timber Carpenter Gothic Sunday School hall with notable original detail.
- The mature trees, which complement the picturesque Victorian era setting created by the buildings.

(AHC criteria E1 and F1)

Scientifically, the Karoo Thorn is of horticultural significance as one of only three known examples of this species in Victoria. (AHC criterion B2)

Note: Included on the Victorian Heritage Register as VHR H1734.

History

Thematic history

Bishop Perry obtained Williamstown's first Anglican church together with its parsonage from an English manufacturer of prefabricated buildings, Samuel Hemming, in 1854, as the start of a plan to build inexpensive churches throughout the new colony. Gold had robbed the colony of its tradesmen but increased vastly the souls in need of salvation. Shipped in sixty crates the church and manse came together with a row of iron houses which were to be erected near the Napier Hotel (q.v.) in Stevedore Street. Apparently the purchase was not a bargain threatening to bankrupt the church. Local subscription, however saved the day (1).

A plan of an Anglican reserve was sent to the Colonial secretary in December 1854 for approval. Two acres were distributed thus: one acre (where the church and residence now stand) for church purposes and half an acre each for 'parsonage' and 'school' facing 'Pascoe Street' and Little Nelson (where the Sunday School hall is today).

Surrounded by broad arrow-head pickets, the first church was pictured on this block with a raised nave and lower aisles, to allow clerestory lighting, and a central crenellated tower; the whole being clad with corrugated iron externally and 'granite' paper on stretched canvas, internally. It could house 650 (2). After the present Church was erected during 1871-74, the old iron church was removed to Collingwood and eventually demolished.

Rev George Wilkinson was both the pastor for the church and the homeopathist for the town. A memorial to him was subscribed to after the first anniversary of his death which was in October 1875 (4).

Specific history

Church

Designed by Diocesan architect, Leonard Terry, Holy Trinity Church was erected by Goss and Fleming during 1871-74 and replaced the old iron church, which was removed to Collingwood and finally demolished. Bishop Perry laid the first stone in February 1871 expecting the cost to be £3,700. Noted at the time as being 'massive and substantial', the church was nevertheless bereft of its tower and spire, awaiting more funds as were most of the larger churches built in Victoria during the 19th century. Its capacity was 50 less than its predecessor and it had no organ loft but it was judged 'elegant' and 'vastly better' than the old church by its contemporaries (3).

Internally, the nativity window is attributed to Mervyn Napier Waller; the chancel rails are from the first colonial warship HMVS *Cerberus* and the bell from HMCS *Victorian*.

Vicarage

Built in 1886 to the design of diocesan architects Terry and Oakden, this residence was first occupied by the Rev Canon Thomas W Sergeant, successor to the popular Rev. Wilkinson (1). In 1893, Sergeant was followed by the Rev. George Frederic Cross who was accompanied by his wife, Ada Cambridge.

Born in Norfolk, England during 1844 and married in 1870 to the Rev. Cross, Ada Cambridge was 49 when she reached Williamstown and commenced a long string of works including *A Little Min* (1893), *A Marriage Ceremony* (1894), *Fidelis* (1895) *A Humble Enterprise* (1896), *At Midnight* (1897), *Materfamilias* (1898), *Path and Goal* (1900), *The Devestators* (1901), *Thirty Years in Australia* (1903), *Sisters* (1904), *A Platonic Friendshi*' (1905) and a *Happy Marriage* (1906). (5)

She was the first president of the Women Writers' Club, formed around 1900, and through her writing highlighted the problems experienced within marriage and the professions by the Australian women, following in the experimental tradition of colonial female authors whose British contemporaries were still producing formula Gothic romances (2).

Sunday School Hall (Kindergarten Hall)

Designed by JJ & EJ Clarke, the Sunday School Hall was constructed in 1905¹. Over the years, it has been used for various purposes including as a temporary church, private day school, public lecture hall and general community hall.

The hall was extended soon after its completion with the construction of two rooms to the north end of each side of the hall. It is possible that these rooms were constructed at the same time as the stage and used as dressing rooms.

In 1924, the hall was further extended with the construction of another hall adjacent to the original north wall. This addition was known as the 'kindergarten hall'.²

Trees

The Moreton Bay Fig is shown in early views of the church including the 1904 image which shows it as already large. It could have been there from at least the date of construction of the residence in the 1880s.

The Karoo Thorn tree was reputedly brought from Jerusalem as a link with the Holy Land. Its great age suggests that it was planted perhaps around the time of the construction of present church or even earlier.

Description

Church

Not unlike its iron predecessor, in form the Holy Trinity is also very similar to St Mary's Williamstown Catholic church in its form and use of basalt masonry and freestone dressings. The nave rises above the side aisles to lend clerestory lighting in the English Gothic Revival manner. Strangely, further comparative examples of this simple form are few, one being St Kilians, Bendigo (1888) which is timber.

An early photograph shows a simple spade-head picket fence, with a lightly scalloped profile, leading to double gates aligned with the entry. Where an old oil lamp and a tree from the Holy Land once occupied the church yard, there now stands the 1920s electric street lights, commonly seen in Melbourne city.

As diocesan architect, Terry did most of the Anglican work in this period, including additions to St Marks, Fitzroy; the Leeper building, Trinity College, Parkville (1872); St Peters, Mornington (1861); Christ Church, Birregurra; and the notable secular Gothic Norwood homestead, Wareek. Of the churches cited, this is the largest and most sophisticated stylistically. Among the secular buildings, Trinity College and Norwood are outstanding works, being superior architecturally to Holy Trinity.

Vicarage

More Tudor than Gothic, the two-storeyed stuccoed walls belie the rustic stone character of the nearby church design and the earlier stream of Gothic Revival houses in Victoria (cf. Norwood). The pointed arches and trussed gables create the medieval reference both in detail and in the asymmetrical massing (limited) of each gabled bay, set against the more stolid hip-roofed main house volume. The open cast iron balcony and verandah are atypical to the genre but presumably it was generated from the contemporary Italianate influences and the available bay view.

Terry and Oakden's recognized Gothic Revival designs in this period include the first RMIT buildings, La Trobe Street (1886); the polychrome ES&A bank, King Street (1884); St Andrew's Presbyterian School, Drummond Street (1884); the notable New Zealand Insurance Co. Buildings, Collins Street (1886); part of Queens College for the Wesleyan church (1888); Holy Trinity church, Clarendon St, East Melbourne (1880) and the parsonage (1868) by Leonard Terry. Few medium scale residential Terry and Oakden Gothic Revival designs such as the vicarage have been identified.

Although Terry's Christ Church Birregurra parsonage resembles that at Holy Trinity, Gothic Revival houses are more prevalent in the work of other architects particularly ecclesiastical designs, such as Crouch and Wilson's St Columb's vicarage, Hawthorn (1897); St Mary's presbytery, Hawthorn

¹ Lewis, M *Australian Architectural Index*. Entries for Williamstown

² Allom Lovell & Associates. *Holy Trinity Church Williamstown. Conservation Analysis and Master Plan* pp.27-29

(William Ellis, 1883); Alfred Dunn's altered Wesleyan parsonage, Hawthorn (1888); St John's Presbyterian manse, Essendon, c1898 and the Tudoresque 11 Levan Street, Essendon (c1890).

St Mary's Williamstown presbytery, although altered, is also an example of the stuccoed 'Italianised' Gothic Revival houses provided, particularly for the clergy, in the late 19th century. Beyond the early picturesque Gothic and Tudor revivals of the early Victorian and late Georgian periods, these were traditionally medieval in the inspiration but showed the effect of the all pervading Italianate domestic style in the late 19th century.

Sunday School & Kindergarten hall

This building comprises the original gabled weatherboard hall of 1905, with two rooms added at either side of the north end shortly thereafter, and the Kindergarten hall that was added adjacent to the original north wall.

Allom Lovell (1999) describe the building as follows:

The Sunday School Hall is a timber framed building with weatherboard cladding and a corrugated iron gabled hip roof with ridge venting. The building has an entrance porch to the south façade.

Significant or original features identified by Allom Lovell include:

- The centrally located main entrance that contains double doors with diagonal timber lined panels.
- The timber framed porch with a corrugated iron gabled roof and decorative timber finial, which is supported on timber posts with decorative timber eaves brackets and a pointed arched timber frieze. External walls are clad with weatherboard to dado height and lined internally with particle board.
- The east and west elevations of the Sunday School hall that each contain four double hung sash windows, each with a highlight window above. A small timber moulding extends across the façade at window head height.
- The added side rooms that each have corrugated iron gabled roofs with half timbering to the gable end and a smaller double hung sash window with a highlight above. The corrugated iron concave verandah of the room to the west has been enclosed, while the one to the east is intact as built with a single timber post and timber brackets.
- The north wall of the kindergarten hall contains four double-hung sash windows with six pane top sashes. The west wall has a door at the south end and two double hung sashes to the north, while the east wall has double timber entrance doors to the south and two double hung sash windows with six pane top sashes to the north.

Trees

The setting of the complex, particularly when viewed from Nelson Place, is dominated by a mature Moreton Bay Fig and is surrounded by dense shrubbery which is close to the Vicarage. Significant trees include:

- A large Moreton Bay fig (18m high) to one side of the church. It has a classic spreading form and is a landmark in the Western Region for its size.
- A multi-trunked pepper tree (17m) in front of the Vicarage.
- A Karroo Thorn. This tree is extremely rare in Victoria, being one of only three known examples; the others are at the Royal Botanic Gardens in Melbourne and the White Hills Botanic Gardens in Bendigo. It is listed on the Victorian Heritage Register as a Significant Tree.

Botanica (1997) describes the trees as follows:

Ficus macrophylla (Moreton Bay Fig)

A large, spreading evergreen tree, this species occurs naturally in coastal rainforests of eastern Australia. It grows to about 130 ft (39 m) with a spread nearly as great and a buttressed trunk. It bears large, leathery, dark green leaves with rust-toned undersides, and abundant fruit that turn reddish brown when ripe.

Schinus molle var. 'areira' (Pepper Tree)

This fast-growing tree with graceful, drooping leaves and branchlets develops an attractive, gnarled trunk as it ages to a height of 30-50 ft (9-15 m). The dark green, shiny leaves are 6 in (15 cm) long,

composed of 10 to 18 pairs of small pointed leaflets; they are resinous and aromatic when crushed. Pendulous clusters of tiny cream flowers appear from late spring to early summer. Decorative sprays of tiny rose-pink berries follow-these have a peppery taste and have been used like pepper, but are somewhat toxic. In hot dry climates it naturalizes readily and may become a weed.

Acacia karroo (Karoo Thorn)

From South Africa, this species has become naturalized in parts of southern Europe where it was grown for ornament and hedging. If left unpruned it will grow fairly fast into a small or medium-sized tree to 25 ft (8 m), although it can be taller in the wild. It has a stiff, irregular growth habit, and the branches are armed with vicious long spines in V-shaped pairs. It bears small bipinnate leaves and a profusion of deep yellow sweetly scented ball-shaped flowerheads in summer.

External Integrity and condition

Integrity – Moderate to High. Condition - Good

Context

The complex makes a significant contribution to the historic nineteenth century character historic Nelson Place precinct.

Thematic Context

Principal Australian Historical Theme(s)

Forming Associations; Making places for worship

Associations

Anglican Church, Leonard Terry, Rev. George Wilkinson, Ada Cambridge, Napier Waller

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H1734
Register of the National Estate:	No
National Trust Register:	Yes

Management objectives

Conserve elements that contribute to the significance of the place and ensure that new development is sympathetic to the historic character of the place in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Character. Refer to the relevant Heritage local policy at Clause 22.01 of the Hobsons Bay Planning Scheme.

Future use and development of this site should also have regard to the Conservation Management Plan that was prepared in 1999 by Allom Lovell & Associates.

It is also desirable to prepare a management plan for the significant trees on the property. Reputedly the roots of the Moreton Bay Fig are affecting the footings of the church: this should be assessed by an experienced and qualified arborist and remedied as appropriate.

References

General

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003

Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*

Allom Lovell & Associates (1999) *Holy Trinity Church Williamstown. Conservation Analysis & Master Plan*

Botanica on CD-ROM 1997 Beaver Multimedia Pty Ltd (Random House Australia)

Church

1 Lewis, Miles in *Historic Environment* Vol.4 No.1 p.33; *The Age* 3 October 1874

2 *ibid.*; drawing copy at Williamstown Historical Society

3 *Williamstown Chronicle* 11 February 1871; *The Age* 3 October 1874

4 Evans, Wilson P (1969) *Port of Many Prows* p.17

5 Wilde et al., *The Oxford Companion to Australian Literature*

Vicarage

1 Elsum, W.H. (1934) *The History of Williamstown* p.86f; Evans, Wilson P (1969) *Port of Many Prows* p8.

2 Wilde et al., *The Oxford Companion to Australian Literature* p.137f

Sunday School & Kindergarten

Allom Lovell & Associates (1999) *Holy Trinity Church Williamstown. Conservation Analysis & Master Plan* pp.27-31, 37-41

Lewis, M (1988) *Australian Architectural Index*. Entries for Williamstown

Additional Images

The image on the front page of this citation shows the Church.



Moreton Bay Fig



Vicarage



Sunday School Hall