

<b>Heritage Place Name</b>	<b>Williamstown High School</b>
<b>Address</b>	<b>76 Pasco Street, Williamstown</b>
<b>Heritage Overlay No.</b>	<b>HO253</b>
<b>Heritage Precinct(s)</b>	Pasco Street Heritage Precinct Government Survey Heritage Precinct

## Significance

Local

## Style & Type

Victorian villa and Interwar moderne school

## Significant Dates

1867, 1915-1919 & 1948

## Designer

William Solway (1867),  
George W Watson (1915-19)  
Public Works Department  
(Percy Everett?) 1948

## Builder

Hopkins & Ross? (1867)



## Statement of Significance

### What is Significant?

The Williamstown High School complex, comprising the original Williamstown Borough Grammar School buildings designed by William Solway and constructed by Hopkins and Ross in 1867 with c.1915 additions and the Interwar Moderne School constructed in 1948, at 76 Pasco Street, Williamstown.

### How is it Significant?

The Williamstown High School complex is of local historic, social and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, the complex as a whole is significant as a collection of buildings on the one site that illustrate the development of education in Williamstown over 150 years. It includes the original 1867 Grammar School, now the oldest school building in Williamstown, which it is believed was the third to be established in Victoria and demonstrates how local government and communities attempted to provide secular education in the era prior to the Free, Compulsory and Secular Education Act of 1872. (AHC criteria A4 and D2)

Socially, the school is significant for its long and continuous relationship with the citizens of Williamstown, who were actively involved in its creation and early development and who continue to use it today. (AHC criterion G1)

Aesthetically, the 1867 building is significant as a fine example of Italianate design. The 1948 building is a notable and rare example of an intact Moderne school design that demonstrates the influence of chief PWD architect, Percy Everett. (AHC criteria B2, E1 and F1)

## History

Designed by architect, William Solway, and reputedly constructed by the local building firm of Hopkins and Goss, Williamstown Grammar School was constructed within the space of a few months in late 1866 and early 1867. The total cost of the building was £875/19/2 with a further £96/5/6 for fencing. William Frizzell was appointed as the first headmaster and the school was officially opened on 22 July 1867.

Grammar schools were established at Melbourne and Geelong in 1858 and by the mid-1860s when education was becoming a big political and social issue in Victoria, the citizens of Williamstown decided that the borough should have its own grammar school.

The project was first raised publicly at a meeting of the Williamstown Borough Council held on 27 March 1865 when a motion was raised that "... an application be made to the Hon. The Commissioner of Lands and Surveys for a piece of land to be reserved in Electra Street near the Mechanics Institute on which to erect a grammar school for educational purposes".<sup>1</sup>

The motion was moved by Cr. Archibald Charles Franklin and seconded by Cr. Dowman. Charles Franklin, along with Sir George Verdon is referred to by Johnson (1987) as one of the "spiritual fathers" of the school. Until his death in 1870 he was the moving force behind every effort to establish the school and guarantee its future.

Johnson (1987) notes that:

*The wish of parents for a better education for their children than that offered by the Common Schools is very understandable. Under the Common Schools Act of 1862 ... classrooms had degenerated into crude factories in which rote learning and recitation of facts, parrot style, had replaced the acquisition of learning skills .. This was not the sort of education desired by the burghers of Williamstown, who were hoping to fit their children out for university, or for careers in business or the public service.*<sup>2</sup>

The founders of the Grammar School were also looking for a secular alternative to the number of state-subsidised denominational schools already established in Williamstown – Roman Catholic and Presbyterian<sup>3</sup>. Johnson notes that in this respect they were "in the vanguard of liberal thinking of their day". The Free, Compulsory and Secular Education Act was guided through parliament in 1872 by George Higinbotham, but the ratepayers of Williamstown "...were obviously not prepared to wait for the government to get its thinking right on the subject".<sup>4</sup>

The temporary reservation of the site for the school, which amounted to a little over two acres, was created on 4 December 1865 and gazetted on 12 December by JM Grant, President of the Board of Land and Works<sup>5</sup>

At the council meeting of 23 April 1866 it was moved by Cr. Franklin and seconded by Cr. Lindsay 'that the Council give £200 toward the erection of the Grammar School contingent on the sum of £400 begin raised by the ratepayers within one year from this date'. Only two councillors opposed the motion. This grant became a hot issue at the spring council elections when some of the candidates condemned the £200 grant as a profligate waste of ratepayers' money. However the Grammar School had attracted such widespread support among the people of Williamstown that the candidates

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<sup>1</sup> Johnson, J. *The Westbourne and Williamstown Grammar Schools. A History of the first 120 years, 1867-1986* p.3

<sup>2</sup> Johnson, J. op cit. p.4

<sup>3</sup> Johnson, J. op cit. p.4

<sup>4</sup> Johnson, J. op cit. p.4

<sup>5</sup> Johnson, J. op cit. p.5

opposing the grant to the school were trounced at the polls and none were elected.

A large provisional committee comprising sitting councillors and prominent citizens was formed 'to arrange matters relative to the proposed Grammar School'. By 11 October 1866, the committee was able to report that the community had raised the £400 as required by council – in fact it had been oversubscribed in less than half the prescribed period. It had also appointed the first Board of Trustees comprising illustrious local citizens George Verdon (chairman), John Courtis, Thomas Mason, Captain Norman and R Murray Smith<sup>6</sup>.

Despite such optimistic beginnings the Grammar School struggled for existence initially, before finally achieving a 'flourishing condition' under the direction of Charles Steedman, appointed headmaster in 1870. However, this era was to prove short-lived and the school was forced to close at the end of 1876.

The School remained closed between 1877-1884 when it was rented for a time by Isaac Hopkins, of the firm Hopkins & Goss. In 1884, the School reopened, once again under the direction of Charles Steedman who continued in this role until his retirement in 1890. One of the most significant changes was to make the school co-educational in 1886 – a move that was perhaps motivated more by economic considerations than by social ones.

Steedman was succeeded by John Walker Miller who is described by Johnson as 'one of those men who seemed to be universally loved and admired'. After a shaky start, he succeeded in rebuilding the school; by the end of 1891 the *Advertiser* reported that 'it is gratifying to be able to report that during the year the attendance has increased over a hundred per cent'. Nonetheless, Johnson notes that:

*... not even the personal charm of Mr Miller could permanently keep at bay those prominent Williamstown Philistines to whom the grammar school represented some kind of personal affront, a waste of council resources, an asset which could have been turned to a better use, such as the making of money.*

After the retirement of Miller in 1896, the school continued to grow under new headmaster Mr Gerity. After a temporary decline in enrolments in 1908-09, enrolments began to rise as the population of Williamstown grew in response to the expansion of railway and other industries.

Despite the apparently prosperous nature of the school, there was still a part of the community that sought its closure. Some wanted the land subdivided for housing, while others thought that it should be converted to a high school. The case for the school was not helped by an adverse report about its condition filed by Council's health officer, Dr HR McLean, in February 1914.

However, an opportunity arose as a result of moves to provide higher education in the State. State secondary education began with the Melbourne Continuation School, which opened in the old Model School Building in Spring Street on 15 February 1905. Following the passing of the Education Act of 1910, higher elementary schools were opened at Coburg Higher (1911), University HES (1913) and Essendon HES (1913).

However, the Act stipulated that district high schools could not be established unless the Minister was satisfied that there were no adequate provisions for secondary education in the district, and unless an initial enrolment of at least fifty students could be guaranteed. However, the school's trustees found themselves in an 'invidious position':

*... caught between the developers' lobby and the high school lobby. Moreover there were plenty of votes to be won in supporting the establishment of a local high school. The Essendon High School had opened the previous year .. They quite rightly resented the fact that Williamstown did not possess such a facility.*<sup>7</sup>

Henry Hick, a former Mayor of Williamstown and the most active of the school's trustees, immediately 'went into bat' on behalf of the grammar school, however, it soon became clear that the retention of the school in its original form did not have widespread support<sup>8</sup>. Consequently, a meeting was held at the school on 21 April 1914, which was attended by the Minister for Education, Sir Alexander Peacock, Director of Education, Frank Tate, Mr Lemmon MLA, Cr JJ Liston and Henry Hick where the Williamstown delegation offered to hand over the school on a condition that a high school be

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<sup>6</sup> Johnson, J. op cit. p.6

<sup>7</sup> Johnson, J. op cit. p.42

<sup>8</sup> Johnson, J. op cit. p.42

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established. The Minister was:

*. not surprisingly, absolutely delighted. He 'considered the offer one of the best ever made to him'.<sup>9</sup>*

Expenditure, estimated at £500, to bring the school up to departmental standards was authorised 'on the spot', and early in May 1914 the Williamstown Council endorsed the handing over of the school to the Education Department. Consequently, on 1 July 1914 the State Government officially took possession of the grammar school and Public Works Department architect, George W Watson, was engaged to design new buildings to accommodate extra enrolments.<sup>10</sup>

Between 1915-1919 new buildings were added to the former Grammar School building to form a quadrangle, and the new school was officially opened by Sir Alexander Peacock on 15 May 1921. Frank Tate, Director of Education, gave the address.

In 1930 a new single storey brick section was added, with 6 more rooms by 1945. In 1948 another two storey building in a dynamic modern style that demonstrated the influence of chief architect, Percy Everett, was constructed. No more buildings were added for another twenty years after this date.

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<sup>9</sup> Johnson, J. op cit. p.44

<sup>10</sup> Johnson, J. op cit. pp.44-45

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## Description

Williamstown High School comprises a complex of buildings that date from different periods in the School's development. The significant buildings are:

### *The former Williamstown Grammar School*

The original part of this building was constructed in 1867 and originally comprised only two classrooms, an office with toilets contained in a rear skillion. It was extended in stages after the acquisition by the State Government in 1914 to form the present complex of buildings arranged around a quadrangle.

### *The Moderne building*

This two storey building constructed of manganese bricks features the dynamic moderne influences that is characteristic of buildings designed by, or under the supervision of chief PWD architect, Percy Everett, during the interwar period. In plan it comprises six classrooms (3 ground and 3 first floor) positioned alongside a corridor that extends the length of the south side of the building. Notable features include:

- The distinctive moderne form
- Window hoods and other rendered brick bands on external walls
- Double-hung sash windows
- Internal terrazzo staircase, steel balustrade and timber handrail
- The projecting stairwell in the front façade, in a manner similar to the stairwell at Essendon Technical School
- Doors and original internal partitioning

## Integrity and condition

*Integrity* - (1867 and c.1915 buildings) Moderate to Low; (1948 building) High

*Condition* - (1867 and c.1915 buildings) Good; (1948 building) Good.

## Context

Williamstown High School is situated within the residential context of Pasco Street.

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## Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

Williamstown Borough Council, William Solway, Percy Everett

## Recommendations

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### *Statutory protection*

Hobsons Bay Planning Scheme:	Yes, with interior controls to the 1948 building.
Heritage Victoria Register:	Recommended – 1948 building
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 and surrounding precinct 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 prepare a conservation management plan to guide the future use and development of this place.

## References

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

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

Johnson, J (1987) *The Westbourne & Williamstown Grammar Schools. A History of the first 120 Years, 1867-1986*. pp. 1-45.

Lewis, M (1988) *Australian Architectural Index*. Entries for Williamstown municipality.  
*Vision and Realisation*. Volume 2.

<b>Heritage Place Name</b>	House
<b>Address</b>	<b>19 Pearson Street, Williamstown</b>
<b>Heritage Overlay No.</b>	<b>HO254</b>
<b>Heritage Precinct(s)</b>	Private Survey Heritage Precinct

## Significance

Local

## Style & Type

Postwar house

## Significant Dates

c.1957

## Designer

See Builder?

## Builder

Murray Lovell



## Statement of Significance

### What is Significant?

The house, constructed c.1957 by Murray Lovell, at 19 Pearson Street, Williamstown.

### How is it Significant?

The house at 19 Pearson Street, Williamstown is of local aesthetic significance to the City of Hobson's Bay.

### Why is it Significant?

Aesthetically, it is significant as perhaps the only example of a postwar Modernist dwelling in Hobsons Bay. The pavilion-style design and layout is highly evocative of this style, which illustrates influences of innovative domestic architecture by architects such as Robin Boyd at the time of its construction. (AHC criteria B2, E1 and F1)

## History

It is believed that the house at 19 Pearson Street, Williamstown was constructed c.1957. The owners of the house, Mr & Mrs Rogers, believe it was designed by and built for Murray Lovell, an electrical engineer. (Mr & Mrs Rogers pers com with David Helms and Peter Barrett, 30/7/02).

## Description

The house at 19 Pearson Street, Williamstown is a single-storey, detached, Modernist residence with a flat steel deck roof. Built on a concrete slab, it is rectangular in plan and its north elevation is a window wall and the remaining walls are Besser brick. The building is set back from its narrow street

boundary by a double-carport. Internally, steel beams span between the two external walls (north and south elevations), extending past the window wall about one metre to form the house's eaves. A downpipe, formed from a hollow steel post, is mid-way along the north elevation's eaves. A mature garden is found along the house's northern boundary and at the rear of the property.

Other significant or original elements include:

- The distinctive form, which is characteristic of the period
- Window wall
- Siting
- Steel beams
- Downpipe
- Rear and side garden
- Internal partitions, fittings and fixtures
- External light fittings

### External Integrity and condition

*Integrity* - High. *Condition* - Good

### Context

An isolated example of a postwar dwelling in a street of otherwise pre-war houses.

### Comparative Analysis

This is the only known example of a dwelling in the postwar Modernist style within the city.

### Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

Murray Lovell

### 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*



<b>Heritage Place Name</b>	Red Robin Hosiery Factory (Former)
<b>Address</b>	119 Pier Street, Altona
<b>Heritage Overlay No.</b>	HO256
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Postwar modernist factory

## Significant Dates

c.1949

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The Red Robin Hosiery factory (former), now Finnish Hall, constructed c.1949, at 119 Pier Street, Altona.

### How is it Significant?

The Red Robin Hosiery factory (former) at 119 Pier Street, Altona is of local historic, social and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant for the association with Red Robin Hosiery, which was a highly lauded modern factory development of its time and demonstrates the development of Altona in postwar period. (AHC criteria A4 and H1)

Socially, it is significant for the local association of former workers in the complex over a long period and for the subsequent use by the Finnish Society, which illustrates the importance of postwar migration upon the development of Altona. (AHC criteria A4 and G1)

Aesthetically, it is significant as an example of European Modern style applied to an industrial building and is particularly notable for the detailing to the facade. This type of distinctive architectural stylism is rare within the municipality and with the relatively bland treatments of most other post-war industrial complexes. (AHC criteria E1 and F1)

## History

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### Historical context

*The migrant presence has also been reflected in the number of social and welfare clubs and centres, many of them based on ethnic or regional communities. Many, such as the Finnish Hall in a former Red Robin factory in Pier Street, Altona, took over older premises, when they were established. A range of nationalities - Italian, Maltese, Croatian, Greek, Finnish, Macedonian, Polynesian, Slovak, Vietnamese and Lebanese - offer social support, many of them based at the Migrant Resource Centre which was first established in 1975 as the Migrant Centre in a converted shop in Second Avenue, Altona. (Barnard 1999)*

### Specific History

The Red Robin Hosiery Mills were established c.1926 at Brunswick by Arthur Rose. Rose died in the 1940s but his sons continued and expanded the business. As a result, the branch mill at Altona opened c.1949, with the first *Victorian Directory* entry for the building in 1950.

In 1951, after two years of operation, the mill received a glowing report from the local press:

*...equipped with modern amenities designed for the well being and comfort of employees ... the mill may be regarded as a splendid asset to a rapidly growing and well regulated district.<sup>1</sup>*

The reporter noted the proximity of the mill to the railway station and the ample room for growth on the site which already had a basketball court planned. The 'spacious lawn' in front of the building had proved popular for staff lunch breaks. A generator was on hand to cope with any electricity disruptions. The staff were particularly well catered for with heating and cooling of the workplace, tea breaks and grilled lunches provided by the firm, and a very active social club.

The Brunswick factory was expanded c.1965, which led to the eventual demise of Altona, with all company activities reverting to the home factory.<sup>2</sup>

In 1971 the factory was acquired by the Finnish Society, who converted it to a clubhouse and meeting place for the Finnish community in Melbourne. Internally, the building now has a commercial kitchen, library, large hall, meeting room, Finland shop, bar and liquor licence. Externally, no change was made to the distinctive front façade other than the addition of a sign "Finnish Hall" in raised letters on the porch above the entry, and the removal of the original Red Robin façade signage.

The Finnish Society of Melbourne Inc. was founded on 10 May 1958 in response to the large numbers of Finnish migrants who were arriving in the country at that time. In 1959 the membership was 98 and by 1962 it had grown to 160. It is a non-profit organization, whose main aims are to maintain and promote Finnish culture and provide assistance to Finns and their families. Mrs Anneli Rickards (Society Secretary in 2002) notes that "The club made it possible to speak in Finnish and to share experiences in a new country".

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<sup>1</sup> *Williamstown Chronicle* 16 February 1951

<sup>2</sup> Priestley, S (1988) *Altona. A Long View* pp.229-30

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## Description

This is a European Modern style, stuccoed factory-office design which may have been further augmented by the current occupiers. The composition of the elevation is marked by the juxtapositioning of a long horizontal window strip, with metal framed windows, against a vertical feature at the entry. This entry element has a rickrack pattern semi-decorative wire glass window openings above the door and relates to another geometric grouping of openings at the corner. Either side of the entry element and echoing its profile, are tripartite cement mouldings protruding above the parapet line. There are remnants of the former factory garden described in the local press of the time.

The building once had the name of the factory in distinctive Art Deco typeface across the façade – this has been removed.

### External Condition

Good

### External Integrity

Moderate to High.

### Context

Edge of Altona commercial centre in flat open site.

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## Comparative Analysis

One of the few early Modernist inspired industrial designs in the City, the others including Goetz & Son in Hall Street and the BP mixing tower and stores in Douglas Pde. One of the few non petro-chemical industrial developments in the Altona area.

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## Thematic Context

*Principal Australian Historical Theme(s)*

Manufacturing and Processing

*Associations*

Red Robin Hosiery Mills, Finnish Society of Melbourne Inc.

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## Recommendations

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### *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.

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## References

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Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003  
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*  
Priestley, S (1988) *Altona. A Long View* pp.229-30  
owner Arthur Rose 1920s-  
*Williamstown Chronicle* 16 February 1951  
Municipal Rate Books (RB)  
Sands & McDougall *Victorian directories* (D)  
Mrs Anneli Rickards, Secretary, Finnish Society of Melbourne Inc. pers. comm. (2002)

<b>Heritage Place Name</b>	Altona Pier
<b>Address</b>	Pier Street and Esplanade, Altona
<b>Heritage Overlay No.</b>	HO255
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Pier

## Significant Dates

c.1888

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The Altona Pier, originally constructed c.1888 with later modifications, at the intersection of the Esplanade and Pier Street, Altona.

### How is it Significant?

The Altona Pier 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 historic development of Altona as it was specifically constructed to promote the attractiveness of Altona as a bayside suburb as well as providing an important means of access in the days prior to the opening of the railway. It has been used by pleasure boats, swimmers, promenaders and fishermen over a long period from the late nineteenth century onwards as both as a social focus of seaside recreation and a facility for industry. (AHC criteria A4 and G1)

Aesthetically, it is significant as a local landmark, which is an important element within the cultural landscape of the Altona foreshore. (AHC criterion E1)

## History

### Historical background

*Altona's beach was billed as a major attraction to prospective buyers of land in the 1880s. The*

*pier (specially erected) was the destination of Bay Pleasure Steamers on sale days (Altona Bay Estate Company). Although very few buyers snapped up permanent sites for seaside residences, Altona too began to be popular with picnic parties toward the end of the century, particularly with Sunday Schools and trades associations from nearby Newport and Williamstown. They were allowed to use the grounds of Altona Homestead, which was owned by the estate company.*

*In the early twentieth century Altona foreshore attracted its share of summer campers and, by 1912 there were enough of them for Wyndham Council to erect public latrines here. The Altona Progress Association was formed in 1917 and set about making improvements to the foreshore. In 1919 a band rotunda was built on the Esplanade (this was moved off the road and onto the beach in 1927) and work was done during winter to remove seaweed and rubbish. By then, a number of dwellings at Altona were being used as holiday houses, rather than permanent homes. In the 1920s private businesses to cater for campers and visitors began to develop, such as Davey's ABC Cafe on the corner of Pier Street and the Esplanade, from which one could hire boats, as well as use small changing sheds. A number of sporting clubs, including the Altona Life Saving Club, joined to organise an annual beach front carnival at Altona in the 1920s. The Altona Life Saving Club was formed in 1926, though it later went into decline. It was reformed in 1951. The clubhouse and training centre were built in 1957.<sup>1</sup>*

The pier has been used by pleasure boats, swimmers, promenaders and fishermen since its construction. It was again used for sales promotion in the 1918 poster for the Altona Beach Estate. The local progress association financed or promoted a number of connected structures including a kiosk on the Esplanade at the end of the pier. The pier was also a subject for unemployment relief in a 1933 project, co-financed by the Altona Progress association and the government. The planking was again repaired in 1940 after a resident fell through a gap. Then it would have cost £4000 to rebuild but only £150 was available from local sources.<sup>2</sup>

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<sup>1</sup> Barnard (1999)

<sup>2</sup> Priestley (1999) pp.179-80 and 208

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## Description

This timber trestle pier, using round-section timber piles and sawn decking and balustrading, with attached landings has been renewed over time but using similar construction to the original.

### External Condition

Good

### External Integrity

Low to Moderate - most timbering has been renewed in matching or similar form.

### Context

Part of the Altona & Laverton Foreshore Precinct, adjoining Altona Beach and the old Laverton homestead and grounds, and the focus of a view from the commercial area in Pier Street.

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## Comparative Analysis

Other early piers survive at Williamstown within the former naval dockyard (new and old railway piers) and at the former customs house, Gem Pier (which dates in location if not fabric from the 1850s or earlier) having also received the steamer trade; few comparable piers survive elsewhere in the metropolitan area.

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## Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

Altona Bay Estate Company (?), Victorian Government (?)

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## Recommendations

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### *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.

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## References

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- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*
- Priestley, S (1988) *Altona. A Long View* pp. 89, 128, 116, 149
- Vines, Gary and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study* (Site 110) Melbourne's Living Museum of the West



<b>Heritage Place Name</b>	Cheetham Salt Works (Former)
<b>Address</b>	<b>Point Cook Road, Laverton</b>
<b>Heritage Overlay No.</b>	<b>HO257</b>
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local/State

## Style & Type

Salt works & cultural landscape

## Significant Dates

1924-60

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The Cheetham Salt Works (former), established in 1924 and operating until 1990, at Point Cook Road, Laverton.

### How is it Significant?

The Cheetham Salt Works (former) is of local historic, technical and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant for its strong associations with Richard Cheetham and Andrew W Cunningham, two important industrial entrepreneurs of the late nineteenth and early twentieth century and reflects their particular vision as well as the firm's expansion in the 1920s and 1930s. Cheetham Saltworks is the only remnant of this once major industry in this area and is now one of only two major saltworks surviving in the State. (AHC criteria A4, B2 and H1)

Technically and Scientifically, it is significant as perhaps the best surviving example in Victoria of an evaporative saltworks that is able to demonstrate the process as it was designed to operate using evaporative pans and manual harvesting, which was pioneered in Victoria by Richard Cheetham and reached its highest level in his Laverton and Geelong works. This is illustrated by surviving fabric and other elements include the evaporative pans, timber sluice gates, timber walled crystallizing pans (partly reconstructed), pumps and pump houses, earth channels and drains, remnants of narrow gauge tramways, workshops and refinery buildings. Although no longer used as an operating salt works the regime of maintaining variable water levels throughout the complex system is still

maintained by Parks Victoria in its present role as a wetland environment and hence the original processes can still be interpreted today. (AHC criteria B2 and F1)

Aesthetically, Cheetham saltworks is significant as an evocative cultural landscape which is the result of the modification of the original salt marsh environment to include large still evaporation ponds, a labyrinth network of channels and levee banks covered in mostly indigenous vegetation with some exotic planting such as pine rows.

## History

### Summary history

Most of the information in this report is drawn from the Classification Report prepared for the National Trust of Australia (Victoria) by Gary Vines in 2000.

In 1924 Cheetham Saltworks Pty Ltd bought the northern part of the former Point Cook Pastoral Estate to harvest salt in man-made evaporative lakes. The first harvest was made in 1926 and only raw salt was produced until 1940 when a refinery was erected along with on-site accommodation for the employees and their families. As well as about a dozen houses near the refinery, other buildings were constructed near the pump sites for the men who supervised the brine distribution and two camps were erected for the seasonal employment of large numbers of workers during the harvest. These camps were located near Skeleton Creek on slightly higher ground and comprised canvas and timber huts and possibly an amenities building. Some of these buildings are shown on a 1930 ordnance survey map.

During the 1970s work at this site continued with only small capital outlays, although some rolling stock was refurbished. This period appears to mark the downturn of the site and the lack of expenditure on maintenance and improvements led to considerable deterioration of the channels and retaining walls of the salt pans.

Late in 1986 the decision was made to discontinue harvesting at Laverton as the salt-pans required extensive repairs. The refinery continued to process salt until about the early 1990s. The eastern part of the site containing the salt pans and the remnants of tramways and pumping station buildings within the City of Hobsons Bay became an extension of the Point Cook Regional Park, as 'Cheetham Wetlands', (managed by Parks Victoria) while the western part (situated within the City of Wyndham) was cleared and is being redeveloped for housing. (Barnard 1999)

### Detailed history

The story of Cheetham Saltworks began when most of the land around Laverton and Point Cook was taken up in an early pastoral run first held by William L. Quinlan from 1842-46 and was known as Skeleton waterholes. The licence was transferred to William Drayton Taylor in 1849 and then to Alexander Irvine in 1850. In the 1850s the crown land was sold and Thomas Chirnsides purchased most of the blocks, establishing one of the largest freehold pastoral properties in the Port Philip area.

During the Chirnsides' reign the wetlands along Skeleton Creek were a burden to the property resulting in downing of stock in the winter. Fencing around the creek and swamps was a preoccupation as early as the 1860s (Serle 1983:28). By 1867 the Point Cook property had been reserved for horses, their breeding and racing being the Chirnsides' major pleasure.

Following Thomas Chirnsides' death in 1887 the Point Cook land passed to Andrew Chirnsides for three years and later to his son George who appears to have neglected much of the property, preferring to let it to tenant farmers. The Chirnsides' connection ended when the property was sold in 1920 to Sydney Dalrymple who worked at the recently established RAAF base and in 1939 a much reduced Point Cook property passed to Mr. M. Hooper.

At this time the Chirnsides' holding was being broken up with much of the estate being purchased by the MMBW for the Sewerage Farm. The Crown Allotments along Aviation Road was re-purchased by the Government for lease or re-sale under the Closer Settlement Act. G.O. Cropley and A. and R.M. Forsyth selected the blocks adjacent to the saltworks. North of Skeleton Creek, Closer Settlement resulted in land passing to R. Hamilton and J. Bunting. The area of the swamp was purchased by A.J. Cunningham on behalf of Cheetham Salt in 1927 with later purchases around 1935 creating a re-subdivision and the present boundaries of the Cheetham land being established. The north-east

part of works takes in Crown Land leased to Cheetham salt and a Crown Reserve near the coast. Both areas were once part of the Laverton Explosives Reserve or its buffer zone.

Richard Cheetham was born in Manchester, England in c.1836 and became a manufacturing chemist with some knowledge of the salt gathering industry in Southern Europe. He migrated to Australia in 1862 for health reasons but he quickly saw the possibility of establishing a salt industry on the Victorian coast. His first attempt at setting up a works for this purpose was at French Island. The venue unfortunately proved a failure and was abandoned but he went on to establish the first successful solar saltworks in Australia. The French Island works has recently been investigated by the Victoria Archaeological Survey.

In 1888 he began construction of a salt production works on the foreshore of Stingray Bay between Limeburner's Point and Point Henry at Geelong on 650 acres of low-lying samphire scrubland obtained from the Victorian Government under a 21 year lease. A mile long coffer dam was built across the bay with picks, shovels and barrows by men who sometimes worked waist deep at 4.a.m. in winter to take advantage of the low tides.

Richard Cheetham and his associates in the venture had no surveying instruments or detailed engineering knowledge. Drains were dug and filled with water to obtain levels, and this data enabled wooden-lined channels to be constructed with an even fall of one inch over half a mile. Sluice gates to control the flow of water were designed so that the evaporation pans were filled by the incoming tide and the salt-water trapped on the ebb-tide.

In 1890 Geelong Council were inclined to oppose further alteration of the shoreline of Stingray Bay. Cheetham, however, had put in two years of hard work and considerable cost and so appealed to the Council for extensions to the works outside the coffer dam he had already built stating that "he had spent 11,000 to 12,000 pounds in reclaiming land which in its original state was not worth sixpence an acre". The expenditure had been mainly on labour for the building of the coffer dam and the salt pans.

A refinery for producing quality salt was the next improvement to be made and Cheetham hoped to employ between 150 and 200 men. However, before he expended further capital he required greater security of tenure, and soon afterwards the Victorian Parliament extended the lease from 21 to 99 years. The company was at that time known as "Richard Cheetham and Company, Victoria Salines".

Financial backing for the company was obtained from Andrew W. Cunningham, retired manager of the Geelong Branch of the National Bank. Unable to take an active part, he placed his eldest son Mr. A.H. Cunningham in the business, beginning a long association of the Cunningham family with the salt industry. In 1894 Cheetham Salt Pty Ltd was formed from the original partnership. Richard Cheetham died in Ballarat in 1900 at the age of 64 before the venture he initiated was fully successful. (PRO Defunct Business Files VPRS932/10386)

By 1906 the business had become well established. Andrew W. Cunningham's youngest son, Mr. A.J. Cunningham, a trained engineer, joined the company, and after his return from active service in 1918, a new refinery was erected which was opened by the Premier of Victoria at that time, Sir Harry Lawson. Electric power was installed and greater mechanisation of salt handling introduced in the form of a portable elevator for the salt stacking process. A great deal of specialised equipment required was built by the Company in its own workshops. Mr. A.H. Cunningham died in 1921 and his younger brother then became managing director. Although some difficulties were met from time to time, the position of the company steadily improved.

In 1924 production at Geelong fell short of demand, and 1,200 acres of land was purchased at Laverton on the shores of Port Phillip Bay. Thus began the development of the Cheetham saltworks.

Cheetham Salt Limited still harvests salt at Geelong and Avalon sites, processes salt at Geelong and has operated other saltworks at Moolap, Linga and Kanagulk in Victoria, Port Augusta, Lochiel, Price, Kangaroo Island, Lake Heart and Edithburg in South Australia and Bowen and Port Alma in Queensland. Their head office is at 10 Moorabool Street, Geelong.

## Description

### Summary description

Much of the former Cheetham Salt works site has been redeveloped and the land included in this citation is bounded by Aviation Road on the west, Skeleton Creek on the north and part east, the Altona Meadows estate and MMBW drainage reserve on the north, and Port Phillip Bay on the east and south. Nothing remains within the new housing development south of the creek but there are many remnants in the Skeleton Creek reserve and in the 505ha Cheetham Wetlands reserve north of Skeleton Creek as follows:

- Approximately 81 evaporation pans (clay, mud and sand based, some called Cherry, Explosives etc. after local identities) with associated levee banks, connecting channels, control gates and sluices
- A pump house on the creek with steam driven pump
- A concrete weir and ford on Skeleton Creek. The ford is still used by Parks Victoria.
- Remnants of sand collection tramway from weir to near beach, rails and sleepers on west side of track to Pump house, intact from pump house to beach on bank of creek. The rolling stock from the tramway was sold to the 'Choo-Choo' restaurant at Emerald and had survived as of an inspection in 1999
- A windmill, a weed rake and fence posts from the pre Cheetham era.
- Remnants of the timber tramway bridge across Skeleton Creek and related drains, some with small bluestone abutments.
- Trash racks, distribution pipes and control weirs.

The salt refinery and workshop complex survives on Aviation Road (in the City of Wyndham), but stripped of equipment and in a dilapidated state. Cheetham's main salt works at Geelong still survives with extensive documentation on its construction held at the Geelong Historical Records Centre.

### Detailed description

The following information is drawn from the Classification Report prepared for the National Trust of Australia (Victoria) by Gary Vines in 2000. Note: This provides a description of all features associated with the Cheetham saltworks and some may be within the adjoining City of Wyndham.

The Saltworks at its greatest extent is spread over an area of approximately nine square kilometres with most of this ground covered by earth and timber walled evaporation pans and modified natural lagoons. The eastern part of the site downstream of the Skeleton Creek weir, (half of which is in the City of Wyndham) has been preserved as a conservation reserve along with most historic artefacts and structures and the evaporation pans and channels, but the western part (all in Wyndham), originally containing most of the tramway system, the crystalliser ponds and the refinery and works depot, has been redeveloped. The refinery and works buildings are still standing although in a dilapidated state.

The various coding of pans on the Cheetham plans may indicate a sequence of construction. Earlier ones are given alpha numeric codes while the pans north of the creek are named after early landowners, Copley's, Forsyth's, Tyquin's, Cherry's, etc as well as the Explosives reserve.

The refinery and works buildings comprising a brick two storey factory and warehouse, storage, hoppers, workshops, washing plant, mess building, iron storage shed and remnant pine trees survives in a dilapidated condition on Point Cook Road (Aviation Road) in the City of Wyndham. Much of this has been removed during development works leaving the refinery shell and associated buildings. Cheetham have taken plant and equipment to their Geelong Works.

A series of narrow gauge tramways on hardwood sleepers at about 500mm intervals extended eastward from the refinery between the crystallising pans. An additional loop ran around the raw salt stack site for transporting salt to the refinery and small sidings give access to the workshops and parking areas for empty trucks. The tramways are of metre gauge with hand operated stub points.

Rails are 40 pound near the Works Area and 30 pound elsewhere. The lines were originally laid with very light 16 pound rail but little of this remains. The crystallising pans, salt harvesting equipment and associated rails have now all been removed for the new housing development, lakes, golf course and landscaping.

Prior to demolition, just west of the weir on Skeleton Creek the two parallel lines joined at a set of points then a single line crossed a drain and disappeared beneath a mound of earth excavated from the enlargement of a drain on the other side. The drain, built to serve the "Forsyth" area of evaporation pans, was also crossed by a tramway bridge. A third tramway bridge retains only the timber abutments and beyond this there is no trace of the tramway until it reappears about 35 metres beyond the weir. The weir and part of the tramway system survives as it is now in a public open space reserve.

There are remnants of another line that turned south along the right bank of Skeleton Creek to the evaporation basins but this has been disconnected from the main line. This route may have been used to collect gypsum excavated from evaporation basins.

A tramway leading to the beach is known to have been used to collect sand for re-lining the crystallising pans (Evans 1987). Its route can be traced from remains visible in several places. The line probably crossed Skeleton Creek on a trestle bridge before turning north east. Sleepers can be seen in the roadway just east of the weir. A section between the Tyquin No 8 salt pan and the present roadway appears to have been buried by excavated sand from the pan. The line then reappears at a turn where it heads east to the No 1 Pump. Rails and sleepers are visible in several areas along this section. More sleepers are in the roadway just west of No 1 Pump but no track or bridgework across the channels are visible near the pump. The track originally continued along the north bank of the Skeleton Creek and it has survived substantially intact although overgrown, in a section from about 10 metres east of the No 1 Pump to close to the mouth of the creek.

### **Refinery**

When the saltworks was originally constructed raw salt was collected from the tramway terminus, then north of the present collection lines, and transported by road to the Geelong refinery. Access to the works was by a narrow strip of land connected to Aviation Road. However, by 1940 additional land had been purchased and a complete refinery complex had been built giving Laverton independence from Geelong.

The main section of the works building comprises a brick two storey factory with a single storey warehouse on the west side. A feature of the refinery was the bank of storage hoppers on the north side. This construction was entirely of timber but has now been removed. Four hoppers were supplied by a bucket elevator which lifted salt from a tipping bin below ground level. A conveyor along the top of the hoppers distributed salt while shaker devices under the hoppers fed another conveyor that transferred the salt to the mill.

Inside the mill all of the machinery has been removed. On the northern end of the building there was the washing plant which was a modern compact device which replaced much more complex equipment which was originally installed at several levels. The timber framing and several of the elevators that served this equipment survive and provide the potential for reconstruction of how this process worked.

Beyond the washing area, centrifuges and rotary kilns dry the salt crystals and crushing and sieving plant graded the salt grains. Externally, the refinery and stores are substantially intact. An additional bay for extra warehousing was erected on the south side of the building after 1950.

North of the refinery are the workshops where rolling stock was manufactured and maintained. This originally had a tramway spur entering the building. West of the workshop is the old timber yard that was also served by a tramway in the past. The workshop comprises two buildings, the eastern section being the earliest and possibly relocated from the original salt transfer area north of the crystallising pans and the western part having been transferred from Geelong works in the 1950s.

Waste brine from the washing plant was piped to a treatment plant for precipitating sediments. This comprised three wood stave tanks and a sediment pool that were located north of the refinery.

Other buildings on site include a corrugated iron shed and timber mess building west of the workshops. The mess is all that is left of the accommodation provided for seasonal workers employed during the salt harvest in the early days. A small galvanised iron storage shed stands

between the mess and workshop. In what is now the carpark adjacent to the mess, lines of pine trees and decorative stone borders mark the location of about 8 small huts.

Of the 12 or more larger houses built around the refinery, only two survive on Aviation Road near the original site access road. Most of these houses were constructed in the 1940s and 1950s but not demolished until the last 5 or 6 years.

Bulk raw salt is stored in the open adjacent to the mill. Travelling conveyors feed salt to the stack from a tumbler, which inverts the railway trucks to empty them.

### **Tramways**

The Melbourne sheet of the 1930s series of topographic maps of Victoria shows the tramways extending south from a road that connects with Aviation Road. Three branch lines extended eastward between the crystallising pans. These are still in use but have been altered to link them to a tramway to a longer double track section running to Skeleton Creek. The original feeder line was closed and dismantled in the late 1930s when the refinery was constructed and connect to the tramway network. An additional loop runs around the raw salt stack site for transporting salt to the refinery and small sidings give access to the workshops and parking areas for empty trucks.

The tramways are of metre gauge on hardwood sleepers at about 50mm intervals with hand operated stub points. Rails are 40 pound near the Works Area and 30 pound elsewhere. The lines were originally laid with very light 16 pound rail but little of this remains. Rust has caused the rail to be replaced much sooner than would normally be required with the degree of use and wear experienced on the tramways. In several areas prefabricated sections of track have been used which employ press iron sleepers bolted to 4 metre lengths of rail. Several sections of this track, including some prefabricated points are stacked near the "West Junction". These portable tracks were used to provide temporary access to the salt stacks for loading trucks to the mill. One of the side tipping hopper trucks is also located in this area.

### **Transfer Site**

From 1924 to about 1940, salt harvested from the crystallisers was delivered by rail to a transfer site on the old access track. The route of the tramway can be traced along the old permanent way between the crystallising pans. All that is left of the structures in this area are a concrete foundation, probably for an engine, and six concrete piles on the edge of a drain. A timber walkway across the drain is probably of more recent origin. The arrangement of equipment of buildings in this area is unknown apart from there having been a building of some kind in the south east corner of the track – tramway junction, i.e. near the six piles. This we know from the 1930 ordinance survey map.

### **West Junction**

The principal line from the refinery to crystallising pans diverges into three branches about 300 metres east of the refinery. The central line runs between the pans and continues to Skeleton Creek. The north line loops around the pans to rejoin the others at the "East Junction" while another loop does the same to the south. A large section of the southern loop has been dismantled in late 1989 at its western end. These rails are intended for re-use elsewhere on the site. Two sets of points located about 20 metres apart give access to the three lines.

### **East Junction**

In this area the lines around the crystallising pans converge and join with the twin tracks leading to Skeleton Creek. Various turnouts allow trucks to be shunted between lines, suggesting that the northern line was used as a siding for idle trucks. An interesting feature of this area is the small tramway bridges across the brine channels that have had board walks built over them to allow hand and horse working.

### **Tram End**

Just west of the weir on Skeleton Creek, the intact portion of the tramway network comes to an end. The two parallel lines join at a set of points then the single line crosses a drain and disappears beneath a mound of earth excavated from the enlargement of a drain on the other side. This drain, built to serve the "Forsyth" area of evaporation pans, is also crossed by a tramway bridge. A third tramway bridge retains only the timber abutments and beyond this area is no trace of the tramway until it reappears about 25 metres beyond the weir.

There are remnants of another line that turned south along the right bank of Skeleton Creek to the evaporation basins, but this has been disconnected from the main line. This route may have been used to collect gypsum excavated from evaporation basins. A 1951 photograph clearly shows the gypsum raked into heaps either side of the tramway.

### **Sand Collection Line**

A tramway leading to the beach is known to have been used to collect sand for re-lining the crystallising pans (Evans 1987). Its route can be traced from remains visible in several places. The line probably crossed Skeleton Creek on a trestle bridge before turning north east. Sleepers can be seen in the roadway just east of the weir. A section between the Tyquin No. 8 salt pan and the present roadway appears to have been buried by excavated sand from the pan. The line re-appears at a turn where it heads to the No 1 Pump. Rails and sleepers are visible in several areas along the section. More sleepers are in the roadway just west of No 1 Pump but no track or bridgework across the channels are visible near the pump. The track originally continued along the north bank of the Skeleton Creek and it has survived substantially intact although overgrown, in a section from about 10 metres east of the No 1 Pump to close to the mouth of the creek.

### **No 1 Pump**

The main pump from the salt works is situated on the north bank of Skeleton Creek as a point that appears as the head of a delta in aerial photographs. This delta is natural but has been modified as a consequence of construction of artificial channels for directing sea-water to the pump, and for distribution of brine to the salt pans. Parallel with the access road on the south side are the remains of a tramway that has been dismantled or buried for much of its length. Wooden sleepers are buried in the roadway about 10m metres west of the pump house.

The present arrangement for the pump involves a vertically mounted centrifugal pump raising water from an intake pit connected to the creek via a straining well. The outlet from the pump is into a wooden box with sliding gates controlling the distribution of water into two 18" diameter pipes. The northern outlet pipe feeds a channel on the other side of the roadway and the longer southern pipe crosses Skeleton Creek on a pile bridge and empties into a small pond that appears to have been designed to reduce the force of water entering evaporation ponds. A sluice gate regulates water flow between the intake channel and Skeleton Creek.

The present power source for the pump is a three-phase electric motor but it was originally powered by an oil engine similar to that which survives at the No 2 Pump site. The concrete foundations for the engine are located just outside the pump shed on the north side and bolts indicate the location of the engine assembly and the flywheel and pulley bearing mounts. A fibro-cement pipe crosses above the foundations indicating it post-dates the replacement of the engine with the electric motor.

The pump house is of light frame hardwood construction clad in corrugated galvanised iron. It has a single door on the west side and no windows. The roof is gabled with the southern half raised to clear a crane rail. The crane rail extends from above the electric motor and pump through the building wall and over the water intake pit. This crane was clearly built to facilitate dismantling and maintenance of the pump and motor and could be associated with clearing of the trash rack.

### **No 2 Pump**

The only surviving engine from the original pumps is located on the No 2 Pump site. The single cylinder four-stroke gas engine has external valve gear and a 5 foot diameter fly wheel. These engines were commonly used by Cheetham before electrification of the pumps but were replaced early in the history of the works.

The engine and crankshaft bearing are mounted on concrete blocks similar to those at the No 1 and No 3 Pump sites. The engine is in a very poor state, missing some parts, is rusted and evidently seized. The drive for the pump was via a flat belt and pulley on the end of the crankshaft. The centrifugal pump is located outside of the building and is mounted above an intake pit connected to a channel that collects water from evaporation pans. Above the pump is a wooden box where the brine is distributed to three wooden chutes and controlled by sliding gates. A three-phase electric motor is now used to drive the pump. To the west of the engine house is a tank stand with a collapsed wood stave water tank probably used for cooling water for the gas engines.

### **No 3 Pump**

The purpose of the No 3 Pump was to raise the concentrated brine for distribution to the crystallising pans. This was achieved using a similar gas engine and centrifugal pump to that installed at the No 1 and No 2 Pump sites. Like the other sites, the engine was replaced with an electric motor and now only the concrete foundation of the engine remains. It has been removed with the redevelopment of this area.

The centrifugal pump within a timber-framed shed clad in timber, corrugated iron and fibro-cement sheeting. A wooden collection box above the pump can be used to direct brine to a wooden channel, to the crystallising pans or to deep storage "Reeves".

An additional wooden channel with a second pump has been installed south of the pump house to recirculate brine to the evaporation pans indicating the development and elaboration of the system in more recent years.

The distribution channel uses fibro-cement spoon drains elevated on timber trestles running between the crystallising pans. It crosses under the tramway via a siphon.

The No 3 Pump was demolished in the 1990s to make way for the housing estate, but it is believed components including flumes and weirs were retained for re-instatement at the reconstructed crystallisers in the Parks Victoria controlled area.

### **House Site**

The site which was located on the north back of Skeleton Creek near the concrete weir, also appeared on the 1930 ordnance survey maps and is today marked by exotic plants, mainly boxthorn and a single cypress tree. The 1:2500 MMBW base map indicates the site is within the Cheetham Salt owned property although their own plans show the property boundary to the south.

A diffuse scatter of cultural material, bricks, timber, broken glass and crockery, etc indicates considerable disturbance of the site. This house was probably built for use of brine controllers and was also demolished by 1951. Boxthorn was planted as a fence just north of the house but was cleared in early 1990.

Nearby is an unusual pipe made from sections of flanged cast iron riveted together. A gate valve is at one end and it appears to have been associated with pumping brine from the higher levels. It has been out of use for many years.

Other historical features including the No 2 Pump house and various flumes, sluice gates and other sections of tramway survive in the City of Wyndham area of the Works. Parks Victoria maintains the conservation area, and continues to use the pumps and channels to keep the water levels up for maintaining bird habitats.

### **External Condition**

The surviving salt pans are in good condition and are being maintained by Parks Victoria, including the regime of managing water levels. However, the refinery is derelict and stripped of equipment, much of the salt crystallising and harvesting area has been filled for housing development.

### **External Integrity**

The surviving salt pans are being maintained by Parks Victoria and have a moderate level of integrity, however, the overall integrity of the site is low as most of the buildings, machinery and equipment have been removed.

### **Context**

Set on low wetlands of the coast, near the former Point Cook hunting lodge and west of the former Laverton explosives reserve. The site of the refinery is now isolated from the surviving salt pans on the edge of a house development.



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## Comparative Analysis

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The Geelong works is comparable, although harvesting technology was mechanised many years ago. Geelong also retains some of the early process buildings, although these have been refitted with more modern technology. The Geelong works differs in that the salt pans were created by damming a shallow bay on the southern edge of Coria Bay, rather than converting natural wetlands. Cheetham's Avalon works reflects the next stage in development with larger and more formally arranged salt pans, but this site never had a refinery constructed, and was intended for mechanised harvesting from the outset.

There are no other known saltworks in the Melbourne metropolitan area.

## Thematic Context

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*Principal Australian Historical Theme(s)*

Manufacturing and Processing

*Associations*

Thomas Chirnside, Richard Cheetham, Andrew Cunningham, Cheetham Saltworks Pty Ltd, Melbourne Parks and Waterways, Parks Victoria

## Recommendations

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*Statutory protection*

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	No - Recommended
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 prepare a management plan in conjunction with Parks Victoria to guide the future use, management and development of this place.

## References

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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) (2000) *Classification Report – Cheetham Saltworks, Laverton*  
This report cites the following:

- Salt Sea and Sewer Tour III notes prepared by Light Railways Research Society, 7 March 1987
- Light Railways, 1970, 1987, LRRSA
- VPRS932/10386 Defunct Companies File
- Brian Roger, University of Wollongong
- Vines, Gary (1989) Western Region Industrial Heritage Study

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<b>Heritage Place Name</b>	North Williamstown Railway Station
<b>Address</b>	<b>Power Street, North Williamstown</b>
<b>Heritage Overlay No.</b>	<b>HO258</b>
<b>Heritage Precinct(s)</b>	Hobsons Bay Railways Heritage Precinct

## Significance

Local

## Style & Type

Edwardian Railway Station

## Significant Dates

1912

## Designer

Victorian Railways

## Builder

FE Shillabeer



## Statement of Significance

### What is Significant?

The North Williamstown Railway Station, designed by the Victorian Railways and constructed by FE Shillabeer in 1912, at Power Street, North Williamstown.

### How is it Significant?

The North Williamstown Railway Station is of local historic, social and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant as a contributory place within the important Melbourne-Williamstown railway precinct and provides evidence of a significant upgrade in the Edwardian-era, which parallels the residential and commercial development nearby. It contributes to the knowledge of how the railway system functioned when it was rebuilt early this century. (AHC criteria A4 and B2)

Socially, it is significant as a well-known public building used over an extended period and thus a familiar landmark to many in the community (AHC criterion G1)

Aesthetically, it is significant as a good example of a well-preserved architect designed Edwardian-domestic style station building, which contributes to the historic character of the Williamstown line. It is also related to other historic landmark buildings in this location including the Interwar Rifle Range Hotel, Owens Buildings and the Bristol Hotel. (AHC criteria E1 and F1)

## History

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### Historical background

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.

Stations along the Williamstown line opened as demand arose. At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed, a few weeks later, by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. It was renamed Williamstown Junction in 1868 and was not called Newport until 1881. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905. Williamstown Beach Station, initially, called Beach, opened in 1889.

### Specific history

This station was built for the Victorian Railways by Sunshine councillor and prolific contractor, FE Shillabeer, in 1912. National Trust of Australia, contract date 22 May 1912.

## Description

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As with Newport, twin red brick and stucco Edwardian-era station buildings face each other across the tracks, fronting onto asphalt paved platforms. However the Edwardian Baroque ox-bow motif seen at Spotswood is disbanded here in favour of expressed gabled Marseilles pattern terra-cotta clad roofs. This, as with Newport, provides a domestic character to the complex. The entry to the west building has a slatted frieze not unlike Edwardian-era houses in the area, the roof is corrugated iron clad. Colours are related to the era. The cantilevering canopies are supported on openweb steel or iron portal frames, have scalloped ripple iron front valences, with straight profiles at each end. The coping and base wall of the platform is stone. As with Newport there is a row of pepper trees on the east side and other related shrub planting on the west side facing Kororoit Creek Road.

### External Condition

Good

### External Integrity

Moderate, such as the blocked and altered windows.

### Context

Contributory part of Melbourne - Williamstown - Geelong Railway precinct, close to the vast Newport railway workshops and opposite the Rifle Club Hotel..

## Comparative Analysis

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One of three Edwardian-era railway stations in the City and one of a small number of Edwardian-era public buildings.

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## Thematic Context

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*Principal Australian Historical Theme(s)*

Moving Goods and People, Railways

*Associations*

Victorian Government, Victorian Railways

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## Recommendations

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*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.

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## References

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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*

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## Additional Images

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The image on the cover shows the Up side station building, while the image below shows the Down side station building.



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<b>Heritage Place Name</b>	Bluestone Bridge over Kororoit Creek
<b>Address</b>	Princes Highway, Brooklyn
<b>Heritage Overlay No.</b>	HO259
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Bluestone arch bridge

## Significant Dates

1889, 1912

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The Bluestone Bridge over Kororoit Creek, comprising the bridge constructed in 1889 and altered in 1912 and the adjoining remnants of the old Geelong Road, off the Princes Highway (Geelong Road) near Clelland Road, Brooklyn.

### How is it Significant?

The Bluestone Bridge over Kororoit Creek, Brooklyn is of local historic, technical and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, the bridge is significant as the oldest surviving road bridge within the municipality and one of a small number of stone bridges from this era, which survive on a major roadway reserve in the metropolitan area. It is an integral element, which illustrates the early development and alignment of the Geelong Road reserve, which was one of the first to be surveyed in the Colony by Hoddle in the pre-1840 period. (AHC criteria A4 and B2)

Technically, the bridge is significant as an unusual hybrid bluestone and concrete bridge, which demonstrates how these structures were adapted to meet new standards. The surviving approach roads are also significant as rare examples of early road construction. (AHC criterion F1)

Aesthetically, the bridge is significant as an example of an early stone bridge, which is notable for the elegant series of segment arches that are reminiscent of early colonial bridges in Victoria, New South Wales and Tasmania. (AHC criteria E1)

## History

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### Background history

*Part of the necessity for early and continued use of ferry services between the study area and Melbourne was the difficulty of making the connection by road. In early years, the West Melbourne swamp lay between, making road transport difficult. By 1840, however, a sketch map signed by Robert Hoddle showed the road from Melbourne to Geelong leading from a punt on the Maribyrnong River at Footscray and crossing Kororoit Creek at Brooklyn before heading in a south-westerly direction to Geelong. Although another Hoddle plan, dated a year later, suggested a route to Geelong that crossed from Williamstown and ran closer to the coast at Altona and Laverton, it appears to have been the already established route that became the main Geelong Road. This was not, however, declared a main road until the 1850s, when a ford was constructed over Kororoit Creek at Brooklyn. The ford was later damaged by floodwaters and a new ford was constructed in 1861. Sometime after this the historic bluestone bridge that still stands at the creek was constructed.*

*When the Geelong Railway line was taken over by the Government, the road's main road status was repealed, and it was left to Local Roads Boards, such as Wyndham, Footscray and Braybrook to try and maintain this road and its bridges. In the mid- 1950s, the Country Roads Board began the work of duplicating major highways in Victoria. The first road to be duplicated was the Princes Highway, both at Oakleigh, and between Brooklyn and Norlane, Geelong. The first section completed was near Brooklyn, where two new bridges made the old Brooklyn Bridge obsolete in 1957..<sup>1</sup>*

### Specific history

The bridge was the third bridge to be constructed in this location. The first bridge, was built in 1863-64 and may have consisted of a timber deck on stone piers. A tender for a new bridge was called in 1870 as the first bridge was badly damaged in the September 1870 floods. The tender of James McKenzie for £226 was accepted on 15 April 1871.

In the beginning of 1888 the Shire of Werribee sought funding for a “new” bridge, which included a contribution from the adjacent Shire of Braybrook. A public grant of £90 was attributed to the Werribee Shire early the following year. The present bridge was constructed toward the end of 1889.

Due to road reconstruction in 1912, large sections of the north and south parapet were replaced with balustrading consisting of two types of concrete piers connected to each other by three galvanized iron tubes. The 1912 drawing also indicates the need for the reconstruction of the north-west wing parapet.

The bridge was later bypassed when the highway was realigned and new reinforced concrete bridges were constructed to the north in 1957.

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<sup>1</sup> Barnard (1999)



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## Description

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The former Geelong Road bridge over Kororoit Creek is constructed of coursed basalt squared blocks, with three segment arches set on capped piers, each pier with a curved profile to divert the current. The steel pipe and concrete post balustrade has replaced with what may have been a wrought-iron balustrade (A similar balustrade is used on the Heidelberg Road bridge over Merri Creek at Clifton Hill) which may have also led to changes to the connecting capped stone balustrade walls at the creek bank. This balustrade and the walls beneath them curve elegantly with the curve of the road.

The approach to the bridge along the old Geelong Road required a 'kink' to negotiate the Kororoit Creek crossing – this can still be traced on the north and south of the current road. Approaches to the bluestone bridge retain 'Telford' road paving of large bluestone blocks set in the basal clay, cambered from a raised centre. The largest blocks are used to stabilise the edges, and sometimes a central row. Originally these were covered with a layer of crushed rock and/or gravel to form the road surface, but this is usually eroded away in the case of unmaintained roads, or covered in layers of bitumen, in the case of roads improved for motor vehicle traffic in the early twentieth century. Both results can be seen near Kororoit Creek.

The section of road parallel with the east bank of the creek, north of the present road, also retains a short section of the hand laid embankment and hand dug cut, where it descends along the slope to the old bridge level.

### External Condition

Good

### External Integrity

Moderate (see History and Description)

### Context

Set in an off-road deviation, with part of the former road surface evident but mainly unmaintained grassland and VicRoads dumping areas surrounding.

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## Comparative Analysis

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This compares directly with the two c.1859 stone road bridges over the Williamstown Railway line in Cole and Thompson Streets, Williamstown, which were similarly altered later.

Stone arched bridges from the 1860s are numerous in the goldfield areas, such as Woodend, Harcourt, Malmsbury and Carlsruhe. Within the metropolitan area there is the Newlands Road Bridge at Coburg, which has three 9.1m spans and was built by prisoners from Pentridge Gaol. Other examples include Merri Creek bridge, Coburg (1865) and another at Broadmeadows (c1870). (O'Connor)

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## Thematic Context

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*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

Victorian Colonial Government, Shire of Werribee, Robert Hoddle

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## Recommendations

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### *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

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Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003  
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*  
Heritage Victoria File No. 603777  
Vines, Gary (1988) *Western Region Industrial Heritage Study*  
Cadastral Plan, 2000

<b>Heritage Place Name</b>	Truganina Explosives Reserve Tramway
<b>Address</b>	Queen Street, Altona and Merton Street, Altona Meadows
<b>Heritage Overlay No.</b>	Not applicable
<b>Heritage Precinct</b>	Not applicable

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<b>Significance</b>
Local
<b>Style &amp; Type</b>
Tramway & archaeological site
<b>Significant Dates</b>
c.1900
<b>Designer</b>
Unknown
<b>Builder</b>
Unknown
<b>Statement of Significance</b>
<p><b>What is Significant?</b></p> <p>The route and remnant fabric of the Truganina Explosives tramway, constructed in 1900, along what is now Merton and Queen Streets in Altona and Laverton.</p> <p><b>How is it Significant?</b></p> <p>The route and remnant fabric of the Truganina Explosives tramway is of local historic significance to the City of Hobsons Bay.</p> <p><b>Why is it Significant?</b></p> <p>Historically, it is significant for its associations with the development of the Truganina Explosives reserve and as only the second surviving major land-based powder magazine serving the Melbourne area. However, little of the tramway fabric, if any, survives outside of the magazine reserve. (AHC criterion A4, B2 and H1)</p>

## History

### Historical context

The Truganina Explosives Reserve is linked to both defence and industry, as explosives were used in both areas (mining and quarrying). Explosives in Melbourne had been stored (among other places) on the banks of the Saltwater River at Maribyrnong (i.e. Jacks magazine 1878), but in the 1880s this storage magazine was beginning to be too closely placed to residential and industrial areas. Moreover, the nature of explosives was changing as the new nitro-glycerine-based explosives were developed, replacing the earlier version, gunpowder. For a while in the 1880s a storage hulk, the Sydney Griffiths', was used for storage of explosives, anchored off Altona. (Barnard, 1999) Storage of explosives in hulks anchored round the bay had been the practice since 1853. (Gibson 2000)

The Truganina Magazine was established under the *Powder Magazines Act* 1896 which provided for the acquisition of land at Laverton, due to the Maribyrnong Gunpowder Magazine being unsuitable for storage of modern high explosives. The act also authorised the establishment of a tramway along Queen and Merton Street, which was constructed by the Department of Land and Works. Management of the reserve and operation of the tramway was vested with the Victorian Commissioner of Trade and Custom. As such the land was purchased from George Chirnside in 1897 and construction commenced soon after. The jetty was constructed in 1897 and the tramway in 1900. The two foot gauge steel-railed tramway inside the explosives reserve was initially 133 chains or about two kilometres long.

The horse-drawn tramway was built along the north side of Queen Street and along Merton Street to the Geelong Railway Line. A plan dated 1915 shows the tramway terminating on the south side of the Laverton station but at some later date (at least by 1930) the line was carried to the north side of the railway by means of the underpass at the Melbourne end of the station (the Merton Street rail underpass and ford). The tramway to Laverton was used until the middle of World War II when road cartage took over. It closed in 1943 and explosives were trucked to and from the Deer Park explosives magazines (Ravenhall siding, and ICI) in part over a specially constructed road, the Laverton end bearing the Euphonious name "Explosives Road". The tramway inside the reserve remained in use until 1962 when the site was closed due to the encroachment of residential areas.

The tramway is shown on a 1933 Melbourne' topographical plan extending west from the reserve which itself had a network of tramways linked to the jetty. The line headed north at right angles to join the Melbourne Geelong Railway.

### *Chronology of Government Contracts*

Cliff Gibson prepared the following chronology of government contracts for works on the tramway between 1897-1906, which are taken from the Government Gazette:

- Contract No. 1772 let to Ross, Fraser & Co. for erection of jetty and shed, Skeleton Creek, £2697 pounds 15 shillings. (25 January 1897, p.2668)
- Submitted for the approval of His Excellency the Governor in Council that the sum of £178/3/6 be paid to Messrs. Rylah and Mclean for the supply of second hand rails, crossings etc., for tramway, Explosives Reserve, Truganina, without tenders being called for same. Approved by the Governor in Council on 29 December 1899. (January 1900 p.19)
- Tenders called for construction of tramway from Truganina Explosives Reserve to Railway near Laverton Station. (4 January 1900 p.54)
- Contract let to Wehl Bros. for supply of rails etc. for Tramway, Explosives Reserve, Truganina. £690. (19 January 1900 p.207)
- Contract let to CD Hall for construction of Tramway from Truganina Explosives Reserve to Railway near Laverton Station for £905 pounds. (G.G. 2 Feb. 1900, page 457.)
- Tenders called for a timber bridge, Explosives Reserve Truganina. (21 December 1899 p.4782)
- Contract let to T. Coate for construction of a timber bridge at Explosives Reserve Truganina for £110/5/3. (2 February 1900, p.457)
- Submitted for the approval of his Excellency the Lieutenant Governor in Council that the sum of £1329 be paid to the Railway Department for the construction of a Railway siding at the Powder Reserve, Truganina. (Approved by the Lieutenant Governor in Council on 27 February 1900) (2

March 1900 p.819)

- Contract let to CD Hall for extras on Contract 1899 1900/ 1780, Tramway, Explosives Reserve Truganina £602 pounds. (27 July 1900, p.2909)
- Contract let to JW Duncan, for construction of Tramway and branch lines to Explosives Magazine, Truganina, £194/10/-. (29 November 1900, p.4426)
- Contract let to WP Leonard, for erection of powder shed at Laverton Station, £314/11/-. (G5 December 1900, p.4491)
- Contract let to M. Sorenson for 14 explosives trucks for Explosives Reserve Truganina, £424. (21 December 1900, p.4904)
- Contract let to Z. Williams for constructing 32 chains of tramway at Explosives Reserve Truganina, £309/18/6. (29 March 1901, p.1331)
- Contract let to J.W.Duncan for extras on contract 190001/1617, New shed and alterations to shed on jetty, Explosives Reserve Truganina, £11 pounds 6 shillings. (12 July 1901, p.2642)
- Contract let to J.W.Duncan for racks etc. at Explosives Reserve Truganina, £335. (2 August 1901 p.2946)
- Contract let to J.W.Duncan for extras on Contract 1900-01/ 3.479, tramway & branch lines to Explosives Reserve Truganina, £96/13/-. (G.G. 2 Aug. 1901 page 2946.)
- Contract let to M. Sorensen for extras on Contract 190001/1534, for 14 Explosives trucks, Truganina, £64/18/7. (16 August 1901 p.3131)
- Tenders called for supply of eight explosives trucks and repairs to two existing trucks Truganina Explosives Reserve.(8 February 1906 p.907)
- Contract let to M. Sorensen for supply of eight Explosives trucks, Explosives Reserve Truganina £338/15/-. (14 March 1906 p.1481.)

## Description

The former line of horse tramway served the powder magazine from the Melbourne Geelong railway, running along Queen Street and then north along Merton Street to the railway and Laverton station.

Very little is recognisable of the former tramway. A slightly raised bank was visible during recent roadworks on the north east corner of Queen Street and Merton Street, with evident bluestone ballast. At this point the tramway appears to have cut across the corner to provide a larger radius curve. Another section of permanent way survives near the ford just west of Merton Street, again only as the earth embankment curving west from the roadway towards Laverton station with the modern bicycle path built over it in part. Both of these sections, and other sections of the lines within the reserve, are now lacking rails or sleepers, although ballast and the occasional metal artefact can be seen. There have been reports of another later tramline along Merton Street, north of the railway (remnant ballast found during road making) which may have been linked with the Queen Street-Laverton Station tramway although studies done on the two explosives complexes at Deer Park have found no reference to it. It may have been a temporary wartime measure where these complexes were exchanging product with each other. The ballast may be from road construction and not the tramway.

The only visible section of the tramway is to be seen on the south side of the reserve, curving from a gateway towards the jetty site. Here a concrete culvert built on a curve has extant rail tracks with the impression "WIW Australia", and a crown symbol, (Waratah Iron Works?) probably indicating Commonwealth construction. The tramline here disappears under recent earthworks for a new pedestrian path. Other sections of tramway have been reported within the reserve, either buried or overgrown.

The jetty was once a considerable structure with double tracks for shunting at the bay end, and a shelter shed built out from the side of the pier 3/4 towards the end. Only a few piles are visible today.

## External Condition

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Ruins

**External Integrity**

Low/Ruins

**Context**

Contributory part of Altona & Laverton Foreshore Precinct, on flat coastal strip, isolated by parklands and golf club.

**Comparative Analysis**

Tramway with this type of association are rare in the Melbourne area as are any industrial tramways on public roads. However little remains of this example.

**Thematic Context**

*Principal Australian Historical Theme(s)*

Moving goods and people by rail

*Associations*

Victorian Colonial Government, Commonwealth Government

**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, S (1988) *Altona. A Long View* p.142

State Library of Victoria map room - Melbourne Army Ordinance map 848, zone 7, sheet South J55, 1933

<b>Heritage Place Name</b>	'Altona' Homestead (Formerly 'Laverton' Homestead) and Logan Reserve
<b>Address</b>	<b>128 Queen Street and 155-173 Esplanade, Altona</b>
<b>Heritage Overlay No.</b>	<b>HO260</b>
<b>Heritage Precinct(s)</b>	Not applicable

<b>Significance</b>	
Local	
<b>Style &amp; Type</b>	
Victorian and Edwardian homestead	
<b>Significant Dates</b>	
c.1855-1909	
<b>Designer</b>	
Unknown	
<b>Builder</b>	
Unknown	
<b>Statement of Significance</b>	

<b>What is Significant?</b>
'Altona' Homestead (former 'Laverton'), comprising the homestead constructed in stages between c.1855 and 1909 and the remnant significant trees, at 128 Queen Street and 155-173 Esplanade, Altona.
<b>How is it Significant?</b>
'Altona' (former 'Laverton') is of local historic, social and aesthetic significance to the City of Hobsons Bay.
<b>Why is it Significant?</b>
Historically, it is significant as the oldest house in the Altona area and one of the oldest within the Western region. It demonstrates the immediate post-contact pastoralist phase of development and has strong associations with Alfred Langhorne who was one of the first European settlers in this area. It is also significant for its associations with the development of local government as the first home of Altona City Council after it was formed in the mid-1950s until it moved to its new offices in 1963. (AHC criteria A4 and B2)
Socially, it is significant for its strong associations with the Altona community as an important local landmark and as the first council offices at a formative time in the city's development. It is highly valued by the local community. (AHC criterion G1)
Aesthetically, it is significant as an unusual and rare example of an early homestead, which demonstrates its various development phases through an overlaid series of architectural styles. The Edwardian wing is notable for its skilful design, which suggests the involvement of an architect and its integration with the earlier building. Although the once extensive grounds have been lost, the historic

setting of the house is enhanced by the mature trees and shrubs in the surrounding reserve, which are believed to be the remnants of the original garden. (AHC criteria E1 and F1)

## History

Gellibrand Point became an important site for the members of the Port Phillip Association who followed Wedge from Van Diemen's Land to the Port Phillip District. It was at this convenient spot that members of the association landed their stock and supplies, having crossed Bass Strait to establish their own pastoral runs here. While Williamstown soon began to develop as a village and port area, most of the rest of the study area was taken up by early pastoral properties. (Barnard, 1999)

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. (Barnard, 1999)

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. Langhorne's house, on the adjoining property to the east, remains today as Altona Homestead in Queen Street, Altona, although it was originally called Laverton. ... Some of the Moreton Bay figs on (the) R Logan Reserve are said to be remnants of the large garden attached to the homestead. (Barnard, 1999)

Pastoral licensees did not own their land. When the Crown had surveyed it and offered it for sale, they were allowed first chance to purchase land they had improved. The land they purchased in this way was known as a Pre-emptive Right.

Both Wrede and Langhorne took up Pre-emptive Rights. Robert Wrede's choice was not the block containing his Altona homestead, but another block closer to Cherry Lake, which was then a swamp. William Lyall, who later became well-known in the colony as an agriculturalist and sheep and cattle breeder, bought Wrede's homestead block, as well as other blocks in the vicinity. Alfred Langhorne purchased 630 acres west of his homestead, as well as several other blocks in the Parish of Truganina, mostly in the areas now known as Altona and Altona North. Eventually, in the 1850s, Langhorne also purchased Wrede's original land from William Lyall.

Langhorne ran cattle, sheep and horses at the Laverton property. Langhorne sold the property in 1874 to Joseph, John and Robert Phelps, brothers who had developed pastoral properties in NSW. (Barnard, 1999)

In 1887 a syndicate, formed by A.T. Clark and William Croker was launched as the Altona and Laverton Bay Freehold and Investment Company. The syndicate purchased land at Altona, which included the old Laverton Homestead, from J.J. Phelps and marketed the estate as a seaside resort.

### Specific history

Alfred Langhorne purchased CA A/8 (including this site) in July 1851, 136 ha (336 acres) as part of the Laverton Pastoral Lease 693, and the grant was dated 27-10- 1852 (VTO). Langhorne also purchased CA B/7, granted in December 1850 and CA3/6 in 1863. The 1861 Geological Survey plan of the area does not show any buildings on this site, although the Point Cook homestead complex is shown.

However Miles Lewis has cited Hoddle's 1842 survey (roll plan 40.109) as showing a structure and fenced paddock on this site labelled Langhorne. A woolshed is in the north west corner of the 248 acre enclosure, part of the pastoral lease (Lewis 1984).

This plan has been identified as Sydney C17 which was annotated by Hoddle in 1850 and probably is from this year rather than 1842, particularly as it shows the allotment numbers sold in that period. The plan also shows Wrede's allotment and a structure to the east. The Cox admiralty plan of the coast line made in c1861 shows similar structures labelled Laverton (Langhorne) and Altona (Wrede).

Some of the earliest rate entries for Alfred Langhorne show John Cafrae as occupier of Langhorne's 2700 acres of pasture with 'good improvements' in the 1860s. Langhorne took over in the late 1860s-1870s when the description included 'dwelling etc.' for the first time. He had sold to John & Joseph Phelps, graziers, by 1874, who were joined by William McPherson by c1877.

By the 1880s it was McPherson and Joseph Phelps occupying some 2663 acres held in the name of John Phelps. From the late 1880s the owner was the Altona Bay Estate Company who held many



unsold lots and dwellings. Around 1900 the 337 unsold lots, homestead, railways, dwelling and wool shed, were owned by the Trustees Agency Company of Australia who resold to Charles F Hollins, grazier, by 1902. He had sold to George Forbes by 1904 with the rated property now including the Altona Bay estate 540 unsold lots, 2324 acres, homestead and a number of holdings in the names of Greeney, Knowles, Webb, McBain and Croker. William Henry Croker, a Melbourne solicitor, was the next to own it in 1905. Croker had gained an interest in the Altona estate in the 1890s and apparently its ownership by 1903 (Priestley 1988:97). In 1907 the description included 'Homestead brick building'. Henry Kershaw Walker was the next to be rated for what was described as the 'Altona Bay Co, homestead' in 1908-09.

It was now rated separately on its own lots (21-41 and 44-45). Walker's listed occupation was that of manager which was apparently in his role of engineer in charge of the mining enterprise operated by WH Croker located near the old wool shed site (Priestley 1988:99). It is likely that the Edwardian-era additions and changes were made at this time. A 1913 plan of the Queen Street survey shows the homestead similarly planned to today's building, with a courtyard and bays to the south east corner, but there is also an out-building facing Sargood Street which has since been demolished.

The Yarraville chemical manufacturing firm of Cuming Smith & Co owned the homestead by the 1920s when it was used in conjunction with the YMCA as a hostel and holiday camp (Sicklehome) for workers. To that end three kitchens, a bathroom and lavatories were installed at the house while some 20 former cable trams offered accommodation, under the caretaker Thomas Meddings in the 1930s. The local progress association requested Werribee Shire Council to purchase the complex for use as a boarding house or hotel in 1935 which was done two years later and the tramcars cleared away for the creation of a public park. From the late 1930s to the 1950s, Mrs Honora Twentyman leased the homestead.

After the Altona Shire was created in 1957 the complex was used for municipal purposes, including the Baby Health centre, Altona community rooms and tennis courts. The new Civic Parade complex of 1963 replaced the homestead as the venue for many municipal services.

## Description

The complex consists of the 1850s-60s rubble bluestone wing with a hipped main roof clad with corrugated iron and a rear service courtyard facing north. On the south of this is a large and picturesque brick and stucco Edwardian-era wing which faces the sea. This has two projecting room bays, a gabled porch entry and a linking verandah.

On the east wing is a ribbed brick Edwardian-era chimney set in a base reusing the 1850s basalt. The interior has been renovated in the Edwardian-era and has some notable parts. The close proximity of Queen Street, hard against the north wall of part of the complex, has affected the concept of the house as a former pastoral era homestead but is not a new phenomena, having been put in place with the Altona estate of the 1880s. The car park to the adjoining clubrooms is on the site of one demolished outbuilding while the woolshed site was well to the north.

The homestead is sited within the .. reserve, which comprises the former gardens, with its mature ornamental planting, aids the historical expression of the place. The reserve includes mature exotic trees, which appear to have been part of the homestead garden:

- Four Moreton Bay figs - three centre north in the reserve and one centre
- Five Norfolk Island pines - Two south-east, one centre, two centre-west
- A Kauri pine situated centre north
- A number of Monterey cypress - three centre east, one south-east, and a row of 6 south west
- One Washingtonia palm situated centre-west

There are also a number of lesser shrubs, which may also be remnants of the garden. This group of trees is significant within the Western Region.

A new shelter has been added to the reserve along with reconstruction of pathways. A toilet block (1950s?) is centre-west in the reserve.

## External Condition

Good

## External Integrity

Moderate

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## Context

Contributory part of Altona & Laverton Foreshore Precinct and adjoining the Altona commercial centre.

## Boundary Description:

The homestead building and cited trees (Moreton Bay figs -3 centre north in the reserve and one centre; Norfolk Island pines - 2 southeast, one centre, two centre-west, a kauri pine - centre north, Monterey cypress -3 centre east, 1 south-east, row of 6 south west; a Washingtonia sp.' palm - 1 centre west)

## Comparative Analysis

This is the only nineteenth century pastoral era homestead to survive in the City and one of a small number of nineteenth century farm related structures.

## Thematic Context

### *Principal Australian Historical Theme(s)*

Engaging in primary production, Developing sheep and cattle industries, Developing local government authorities

### *Associations*

Alfred Langhorne, Joseph, John and Robert Phelps, William Henry Croker

## Recommendations

### *Statutory protection*

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

### *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.

A conservation management plan has been prepared for this place – all future use, development and management should also have regard to the recommendation of this plan.

## References

- 
- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Priestley, Susan (1988) *Altona A Long View* pp.47-173 (cites Cumming Smith collection)
- Map 1861
- Gary Vines (1989) *Western Region Industrial Heritage Study* (Melbourne's Living Museum of the West) Site 269
- National Trust of Australia (Victoria) File No. B2940
- Munro & Cooper, Altona Homestead, B.Arch MU 1964 (Architecture Library)
- Cox 1861 coastal survey (Sydney Pal 17, Pt Phillip Sheet 6)
- Former Werribee Shire Municipal Rate Books (RB) VPRS 2130/P
- Sands & McDougall *Victorian directories* (D)

<b>Heritage Place Name</b>	Truganina Explosives Magazine Complex (Former) and Trees
<b>Address</b>	276 Queen Street, Altona
<b>Heritage Overlay No.</b>	HO261
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Explosives reserve, cultural landscape

## Significant Dates

1897-1906

## Designer

Unknown

## Builder

WR Cooper  
(1897 Keeper's quarters)



## Statement of Significance

### What is Significant?

The Truganina Explosives Reserve complex, comprising the two keepers residences, the corrugated iron boundary fence, remnant tramways, mature exotic plantings and buildings and infrastructure associated with the use and development as an explosives reserve constructed between 1897-1906, at 276 Queen Street, Altona.

### How is it Significant?

The Truganina Explosives reserve complex is of local historic, social, aesthetic and scientific (horticultural and geological) significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant for its strong associations with the early defence of Victoria as only the second surviving major land-based powder magazine serving the Melbourne area (AHC criteria A4, B2 and H1)

Scientifically, it is significant for its rare remnant natural landscapes including trees and geological features that provide evidence of the appearance of this area in pre-contact times. (AHC criterion B2)

Socially, it is significant for its strong associations with the local community as a place that is highly valued for its cultural and natural heritage values. This connection is expressed by various press articles, research projects and the recent acquisition by Council of the reserve to be developed as

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part of the regional parklands in this area. (AHC criterion G1)

Aesthetically, it is significant as an extraordinarily evocative cultural landscape, which is notable for the mixture of mature native and exotic plantings, the relatively sophisticated design of the keepers houses, the remnant mounds and structures that are all enclosed by a corrugated iron fence along almost the whole of the perimeter boundary, which lends an air of mystery and danger and evokes the original use of the place. (AHC criterion E1 and F1)

## History

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### Historical context

The Truganina Explosives Reserve is linked to both defence and industry, as explosives were used in both areas (mining and quarrying). Explosives in Melbourne had been stored (among other places) on the banks of the Saltwater River at Maribyrnong (i.e. Jacks magazine 1878), but in the 1880s this storage magazine was beginning to be too closely placed to residential and industrial areas. Moreover, the nature of explosives was changing as the new nitro-glycerine-based explosives were developed, replacing the earlier version, gunpowder. For a while in the 1880s a storage hulk, the Sydney Griffiths', was used for storage of explosives, anchored off Altona (Barnard, 1999) Storage of explosives in hulks anchored round the bay had been the practice since 1853 (Gibson, 2000)

### Specific history

In 1896, 555 acres of land was acquired from George Chirnside on the north east side of Skeleton Creek and a complex of storage magazines, as well as a loading jetty, were constructed over the next four years and opened on 1 May 1901. Later much of the reserve was excised for various purposes, such as the sewerage purification plant. When a new explosives storage area was opened at Point Wilson in 1962, Truganina Reserve was limited to 40 acres and many of the explosives magazines were dismantled.

This Magazine was established under the 'Truganina Powder Magazines Act' passed in October 1896 which provided for the acquisition of land at Laverton, due to the Maribyrnong Gunpowder Magazine being unsuitable for storage of modern high explosives. The Act also authorised the establishment of a tramway along Queen and Merton Streets, which was constructed by the Department of Land and Works on land that was acquired from George Chirnside. Management of the reserve and operation of the tramway was vested with the Victorian Commissioner of Trade and Custom. As such this was initiated as a Victorian Colonial project, but soon became part of the Commonwealth defence facilities following Federation.

Contracts were soon let for:

- pier 1618 feet long.
- 24 magazines.
- magazine keeper's and assistant keeper's houses.
- 7 miles of fence.
- a bridge.
- 2 feet gauge horse tramway to the Laverton Railway Station.
- sidings and sheds at the Laverton Railway Station.
- 24 wagons for use on the tramway.

Local historian Cliff Gibson writes that from 1901-1936 explosives were carried by rail from Deer Park Explosives factory to the Laverton Railway Station. From here they were carried by horse tram to the reserve for storage in the magazines. As needed, explosives could be taken via the internal tramway to the pier and loaded into explosives lighters and from there to the hold of waiting ships. From 1936 explosives were carted from the explosives factory at Deer Park to the reserve by road, using specially built diesel powered trucks.

### *Early Plans*

Plans of what was then described as a 536 acre reserve and building complex, were produced in

1900-04. These show detailed layouts of the tramway and the names of tenants and their magazine allocations. The 1900 plan also shows a single masonry house and corrugated iron clad stables at the frontage linked by a drive to the tramway. The corrugated iron front fence is also shown. The tramway itself had 8 branches on the loop and exit lines to the east across the Skeleton Creek and west (Laverton) along Queens Street. Names on the plan include N Guthridge, J Abraham(s), C Russell, JJ Morris, Curtis & Harvey, and George Bowden, among others. Bowden, for example, was Inspector of Signals at the Victorian Railways and no doubt had a need to store the explosive powder used in his signals. J Abraham (or Abrahams?) was the manager of the Shell Transport & Trading Co. A contract plan of 1899-1900 shows details of a new timber tram bridge over a creeklet connecting the new Laverton line along Queen Street with an existing east-west line leading to the jetty. The tram line west of this connection is not shown in the 1900 plan.

A later map from the 1930s shows each rectangular magazine, its allotment and its construction (brick or corrugated iron) plus an additional weatherboard main house fronting the line of Queen Street which was still an unmade road. Details along the main tram route into the complex included two weatherboard offices, corrugated iron clad stables, packing shed, a fibro cement clad house and tram shed. There was also a brick rocket house on the east of the site, isolated, and a number of lighting conductors dotted around the site. The pier is also shown located to the south-east of the keeper's house on what is now the Doug Grant Reserve (reclaimed from Hobsons Bay). There was a weatherboard store on a promontory at its end and another weatherboard building midway.

As had happened on many previous occasions, the growth of residential development near the reserve forced its closure and the construction for the Australian government of an explosives storage facility at Point Wilson. Correspondence between the Lands Department and explosives manufacturer, Nobel (Australia Ltd), reveals their long term association with this site, starting in 1927 and, prior to that, with the firm Cape Explosives Works Ltd. Nobel wrote to the Department in 1962, noting the opening up of the Point Wilson magazine and the consequent cessation of their lease at the Laverton magazine. The effective date of surrender of the lease was 14 June 1962 (VPRO). Cliff Gibson states that the last explosives to be shipped from the Truganina reserve was via the ketch 'Falie' on 11 May 1962. The magazine and blast mounds were removed but 40 acres was retained for testing. Since that time the State Government has negotiated a transfer of the land for use as part of the Altona foreshore reserve.

#### *Chronology of Government Contracts*

Cliff Gibson prepared the following chronology of government contracts for works on this reserve 1897-1906, which are taken from the Government Gazette:

- Contract No. 1772 let to Ross, Fraser & Co. for erection of jetty and shed, Skeleton Creek, £2697 pounds 15 shillings. (25 January 1897, p.2668)
- Tenders called for fencing of Explosives Reserve, Skeleton Creek. (July 1897, p.2976)
- Tenders called for erection of (powder magazine) Keeper's Quarters at Explosives Reserve, Skeleton Creek. (3 September 1897, p.3425)
- Contract No: 1772 let to WR Cooper for erection of Keeper's Quarters Skeleton Creek, for £996 pounds/12/-. (8 October 1897, p.3751)
- Contract let to CD Hall for extras on contract No. 1485 of 1897-98 for fencing at Explosives Reserve, Skeleton Creek, £149/9/3. (23 September 1898, p.3437)
- Contract let to James Mullin for construction of 5 brick Powder Magazines at Skeleton Creek £2083. (18 November 1898, p.4326.)
- Submitted for the approval of His Excellency the Governor in Council that the sum of £178/3/6 be paid to Messrs. Rylah and Mclean for the supply of second hand rails, crossings etc., for tramway, Explosives Reserve, Truganina, without tenders being called for same. Approved by the Governor in Council on 29 December 1899. (January 1900 p.19)
- Tenders called for construction of tramway from Truganina Explosives Reserve to Railway near Laverton Station. (4 January 1900 p.54)
- Tenders called for picket fencing, piling etc., Explosives Reserve Truganina. (4 January 1900 p.54)
- Contract let to Wehl Bros. for supply of rails etc. for Tramway, Explosives Reserve, and

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Truganina. £690. (19 January 1900 p.207)

- Contract let to CD Hall for construction of Tramway from Truganina Explosives Reserve to Railway near Laverton Station for £905 pounds. (G.G. 2 Feb. 1900, page 457.)
- Tenders called for a timber bridge, Explosives Reserve Truganina. (21 December 1899 p.4782)
- Contract let to T. Coate for construction of a timber bridge at Explosives Reserve Truganina for £110/5/3. (2 February 1900, p.457)
- Contract let to CD Hall for construction of picket fence, piling etc., Explosives Reserve Truganina, for £295 pounds. (9 February 1900, p.523)
- Submitted for the approval of his Excellency the Lieutenant Governor in Council that the sum of £1329 be paid to the Railway Department for the construction of a Railway siding at the Powder Reserve, Truganina. (Approved by the Lieutenant Governor in Council on 27 February 1900) (2 March 1900 p.819)
- Orders in Council that the sum of £157/8/- be paid to Messrs. John Sharp and Sons for supply of red gum timber for Explosives Reserve Truganina without tenders being called. (1 June 1900 p.1897)
- Contract let to CD Hall for extras on Contract 1899 1900/ 1780, Tramway, Explosives Reserve Truganina £602 pounds. (27 July 1900, p.2909)
- Contract let to JW Duncan, for construction of Tramway and branch lines to Explosives Magazine, Truganina, £194/10/-. (29 November 1900, p.4426)
- Contract let to WP Leonard, for erection of powder shed at Laverton Station, £314/11/-. (G5 December 1900, p.4491)
- Contract let to M. Sorenson for 14 explosives trucks for Explosives Reserve Truganina, £424. (21 December 1900, p.4904)
- Contract let to W. Lord for construction of about 7 miles of fencing, Explosives Reserve Truganina, £449. (11 January 1901, p.102)
- Contract let to JW Duncan for erection of new shed and alteration to existing shed on jetty, Explosives Reserve Truganina, 362 pounds, (25 January 1901, p.286)
- Contract let to Z. Williams for constructing 32 chains of tramway at Explosives Reserve Truganina, £309/18/6. (29 March 1901, p.1331)
- Contract let to J.W.Duncan for extras on contract 190001/1617, New shed and alterations to shed on jetty, Explosives Reserve Truganina, £11 pounds 6 shillings. (12 July 1901, p.2642)
- Contract let to J.W. Duncan for racks etc. at Explosives Reserve Truganina, £335. (2 August 1901 p.2946)
- Contract let to J.W. Duncan for extras on Contract 1900-01/ 3.479, tramway & branch lines to Explosives Reserve Truganina, £96/13/-. (G.G. 2 Aug. 1901 page 2946.)
- Contract let to M. Sorensen for extras on Contract 190001/1534, for 14 Explosives trucks, Truganina, £64/18/7. (16 August 1901 p.3131)
- Tenders called for supply of eight explosives trucks and repairs to two existing trucks Truganina Explosives Reserve. (8 February 1906 p.907)
- Contract let to M. Sorensen for supply of eight Explosives trucks, Explosives Reserve Truganina £338/15/-. (14 March 1906 p.1481.)

## Description

This complex includes two government designed Magazine Keepers' Quarters, a brick late Victorian-era (1897) house and an Edwardian-era (or later) weatherboard house. Landscape includes mature exotic trees including pepper trees, Monterey pines, yuccas, aloe or century plants on bunkers, many dead trees; and it is assumed also that some early native landscape survives. Surrounding the site is a corrugated iron fence with a serrated top and large early timber fence posts.

Since the complex was constructed, the course of the Skeleton Creek has been altered to form a drain which has bisected the reserve and the Doug Grant reserve reclaimed from the Bay. The corrugated iron fence runs around the perimeter of the remaining part of the explosives reserve between Queen Street and the Truganina Swamp outlet (Truganina Creek). This reserve formerly extended south to the edge of the Skeleton Creek salt marshes, and contained many magazine buildings, some surrounded by earth blast protection mounds, connected by a series of 2 foot gauge tramway lines running parallel to Queen Street. At some stage, probably around World War II a total of 61 magazines were included. Five parallel lines ran along the side of the magazines, with a further line running south, and a connection to the jetty. Some of the lines south of Truganina Creek can still be recognised from their raised permanent ways between the salt marsh. The sites of magazines are also evident as cleared areas, some with concrete slabs.

Within the surviving enclosure, there are several surviving blast mounds and at least one timber building, possibly a magazine. This is in the south east corner, and is about 4 metres square with a corrugated iron roof. Remnants of a blast mound exist around it. Another complete blast mound, but without its building, is located about 50 metres west of this.

Two substantial original gates survive in the fence, one on Queen Street, the other at the tramway exit on the south side. Here a concrete culvert built on a curve has extant rail tracks with the impression "WIW Australia, and a crown symbol, (Waratah Iron Works?) probably indicating Commonwealth construction. The tramline disappears under recent earthworks for a new pedestrian path.

Summary of elements:

- perimeter corrugated iron fence
- blast mounds 3 or more
- 2 keepers houses
- magazine remnants
- entrance gates
- tramway remnants and embankments- such as that on the south side with bridge and gates, with 'WIW Australia' (or Waratah Iron Works) on tram rail;
- mature specimen ornamental exotic trees, mature succulent clumps.

## External Condition

Fair

## External Integrity

Moderate

## Context

Contributory part of Altona & Laverton Foreshore Precinct, on flat coastal strip, isolated by parklands and golf club.

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## Comparative Analysis

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As a major land-based site for explosives storage in or near the Metropolitan area, this is the second oldest to have substantial original fabric. It is one of a small group of this site type in the State, many smaller compounds having been created for the goldfields in the 1850s-60s but none with a substantial land holding and such an extensive network of tramways and stores.

The complex compares with the much earlier Jacks Magazine (1878), on the Maribyrnong River, and other much depleted or non-extant metropolitan sites at Footscray, Royal Park and Batman's Hill.

## Thematic Context

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### *Principal Australian Historical Theme(s)*

Utilising mineral resources, Quarrying

### *Associations*

Victorian Colonial Government, Commonwealth Government

## Recommendations

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### *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:

- Prepare a conservation management plan using documentary and oral sources to guide the future use, development and management of the place.
- Assess the natural and Aboriginal values of the place.
- The Truganina Explosive Reserve Master Plan (August 2003).



## References

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- G Vines, oral, 1999
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- Cliff Gibson (1999) *The handling and shipping of Explosives in the Port of Melbourne* (Submission for Information Victoria award)
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- Leader* 15 June 1901
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- Victorian Public Records Office (VPRO) VPRS 5357/P


## Additional Images

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The image on the cover shows the 1897 Keeper's house, while the image below shows the Edwardian keeper's house, both facing Queen Street.



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Heritage Place Name	Williamstown Racecourse Site (Former) and Canary Island Palm Tree
Address	Racecourse Road, Altona
Heritage Overlay No.	HO262
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Archaeological site and cultural landscape	
Significant Dates	
1869-1948	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	
The Williamstown Racecourse (former), originally established in 1869 and used until 1948, at Racecourse Road, Altona.	
How is it Significant?	
The Williamstown Racecourse (former) is of local historic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it is significant as the remnants of one of the earliest racecourses in the metropolitan area and demonstrates the early development of recreational facilities within the municipality. The remnant built fabric assists in interpreting the history of this once important place, while the remnant Canary Island Palm is associated with the golden age of the course during the early twentieth century. (AHC criteria A4 and D2)	

## History

### Historical background

*It is fortunate that, as European industrial and residential activity spread across the study area over the nineteenth and twentieth centuries, some of the important natural landscapes were preserved. Military and recreation reserves at Point Gellibrand, the Truganina Explosives Reserve, Williamstown Racecourse (and Recreation) Reserve, the Merrett Rifle Range, Cheetham Salt Works and the unsuitability of swampland for development saved them.*

*An early form of entertainment for the wealthy and their friends was coursing, or hunting. (The City of Hobsons Bay) was home to the Williamstown and Werribee Coursing Club which organised its first hunt in 1874. Hunts would often start out at the Williamstown Racecourse, which was located on the bay at the mouth of Kororoit Creek.<sup>1</sup>*

### Specific History

Before its untimely closure in 1948, the Williamstown Racecourse was described in 1934 as:

*The most important racecourse in Victoria, after those at Flemington and Caulfield..<sup>2</sup>*

The history of the site began many years earlier in August 1857 when this land was sought by Williamstown Council as a reserve for 'horse exercise and a Racecourse between the Kororoit Creek and the sea shore'. The Crown lands Department disagreed, stating that it was too close to settled areas and the major transport use for reservation (only six miles from Williamstown) but they agreed to an alternative option put by the Council, being that of permissive occupancy of the land. This was granted in late 1859. The Council persisted with their quest for reservation in November 1864 when they formally sought setting aside of 400 acres. The department thought 120 acres was more appropriate and gazetted a temporary reservation in August 1865 '...for racing and other purposes of public Recreation at Williamstown'. It was to be controlled by Williamstown Council from 1867 and a further 70 acres was set aside in 1869.

An early plan showed the original 120 acre reserve bounded by the creek, surveyed roads and the bay. Where Altona Road intersected the creek a 'crossing' was shown, with a road heading west from just below that point. Altona Road then ended on Cherry's pre-emptive Section, a probable drive to his homestead. At its end was a short section of road reserve turning due west on the line of today's Civic Parade. The reserve itself, on the east side of the road, ended where the stone pitched road ends, at the turn into the RA Burns Reserve. The enlarged reserve of 190 acres was based on a new alignment of the creek on the north. It also showed a road, 100 feet wide, running between the reserve and the bay. The actual size of the reserve seemed to be a changing thing. Another plan from the late 1860s shows the reserve and dotted, north of the creek, is what was termed 'Old Racecourse'. This was roughly centred on Byron Street and overlapped today's JT Gray Reserve on the east and went to Ponting Street on the west.

A note on the plan summed the area of scrub on the reserve as 80 acres, with 90 acres contained by the race course itself. The same plan showed a 'Dray Track' on the line of Altona Road, south of today's The Pines Camp, perhaps explaining the stone pitched surface near there.

The adjoining Wyndham Shire complained, in 1868, about the damage to the main road from Williamstown to their Shire caused by what they termed as the 'Williamstown town herd'. Williamstown Council replied that they would use the money gained from leasing the land for grazing and make the road between the Wyndham boundary and the North Williamstown Railway Station and improving the reserve itself for recreation purposes. They would also maintain the road already built by Wyndham to the reserve. These road sections were on each side of the Swamp and ideally had to be constructed before winter using similar specifications.

The Racecourse Reserve Committee of 1869 consisted of three members of the Williamstown Council (Peter Power, Thomas Mason and Edward Crane) plus, in 1870, three additional members, being William Doherty, William Leake and Thomas Sayers. A later committee of management included Alfred Langhorne, David McLean, and John Hughes (for the racing club); Peter Power,

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<sup>1</sup> Barnard (1999)

<sup>2</sup> Elsum (1934) *History of Williamstown*

Thomas Mason, and Edward Crane (for Williamstown Borough Council). Richard Clough was a later member of the committee. Local landowners, such as Alfred Langhorne and Andrew Chirnside (of the nearby Point Cook hunting lodge) were benefactors of the club and later JJ Liston was a long-standing president. In 1876 the Williamstown Racing Club explained the way members were elected to the committee at that time there were three each from Williamstown and Wyndham Councils and three from the club.

Grazing rental was part of the committee's early income with some expenditure reserved for keeping the Racecourse Road passable. A racehorse trainer, Phillip Dowling, leased the course in 1874-76 and built a house and stables reputedly on the 'hill' near the Pines scout camp. This may account for the line of maritime pines which follows the track into the camp, possibly a former driveway to the house. The well known trainer, CB Fisher, took his place 1877-1881, followed by James Redfearn to 1889.<sup>3</sup>

A post and rail fence was erected either side of the straight. In 1873 a foot bridge of iron and steel was erected over the creek east of the ford. An open hardwood stand was built near the ford about the same time, adorned with a glazed pink calico awning. An open stand was added to the course in 1873, but removed three years later. In the 1870s, an iron-roofed grandstand was built and trees, flower beds and lawns planted, resulting in 'approaches to the stand (that were) irresistibly charming'.

More work was done in 1876 when the entire course was upgraded. This included fencing the course, fencing enclosures such as the carriage reserve, saddling paddock (with horse shedding and jockeys room), and lawn, provision of a new oval track, and construction of a new grandstand with a corrugated iron roof. The stand contained steward and press rooms, a refreshment bar, two retiring rooms, and three offices. George Withers and HP Sutton were mentioned for their role in the works.

Tree planting on the south was initiated in 1877, along with flower beds and lawns, as good as Flemington. A letter from the club to the Colonial Government in 1878 stated that since the reserve was created, some £2000 had been spent on a 'grand stand, buildings and fencing' and several hundred pounds had been spent on 'improving the approaches by erecting a footbridge over the Kororoit Creek and it is proposed during next season to commence systematic planting'. It was considered that the reserve should become permanent, and this was done in 1878. Around that time regulations were gazetted for the course. For example, no person could remain on the course if they had offended 'against decency as regards his dress, language or conduct'. Women it seems were free to offend and stay. There were rules against damaging flowers or trees. Typically race meetings were festive affairs with gaily coloured tents and booths for refreshments. Ancillary games were also provided for.

A new and grander architect designed grandstand was erected in 1887. The design drawings had it in the French Second Empire style with three mansard roofed towers, each with a widows walk, and an ornate helm-hipped roof topped by ornamental cresting. Five stairways led to the seating while extensive masonry base held many rooms with numerous windows and doors, In front of the stand was a picketed race track, fringed with a hedge, and two ornamental fountains (ibid.)

The course regulations were expanded in an 1895 newspaper notice which stated the trustees to be Orr, Wright, Fredman, Peel, Seal, Barber, Wall, Bryant, Bevis, Mason, Chirnside, McNaughton, Missen, Robinson, McRobert, Hick, Woods and Treganowan. They shared the Crown Grant with the Board of Land & Works. The regulations clarified the delicate balance between use of the reserve by the public and use by the club. The public could freely roam the reserve from sunrise to sunset except the following specified areas:

- the lawn, grandstands, saddling paddock, member's stand, carriage paddock and approaches
- the weighing yard, steward's room, committee room, committee stand, steward's stand, the judge's box, and approaches
- the enclosures including the reserved paddocks, stands and approaches
- the inner and outer enclosures
- the Flat enclosure
- training ground and approaches

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<sup>3</sup> Priestly (1988) p.76

- the outer Carriage Paddock
- the Birdcage.

Those who paid were allowed into some but not all of these areas. The same newspaper advertised the coming races, by order of HP Sutton secretary THIS AFTERNOON. The first race was at 2pm, with **SPLENDID ENTRIES, LARGE FIELDS, GOOD RACING**. Special trains ran to and from the Course stopping at Newport and Footscray.

A detailed plan prepared by D'Ebro, Mackenzie & Meldrum, architects and civil engineers in 1923, showed the complex and proposed reclamation of the Kororoit Creek to allow more dry land north of the grandstand and allow for an extension of the stand itself, to the west. The plan showed the railway station and platform, the ford and beside it a bridge and the entry into the race course nearby. At the west end of the course enclosure was the ranger's house and gravelled drives in and out, within a line of trees. There was alone of stalls backing onto the creek and the grand stand. On the other side of the stand was a bar pavilion, a large lawn and then the Bird Cage enclosure at the east end of the compound. Central to this was a water trough, with a bar, committee stand and telegraph office at the west side and stalls lining the other three sides of the oblong. The timber bridge over the creek reached the complex at one corner of the Bird cage. Outside of this, to the east, were isolated stables and a yard.

#### *Altona grievances*

In the 1930s a controversy erupted over representation of the Werribee Shire on the trust. The course was in the shire but its representation was a mere four of a total of 18 (comprising four each from Werribee and Williamstown Councils, four from the Board of Land & Works, and 6 from the club). In 1893 when this new trustee structure had been created, Werribee (then Wyndham) Shire was 'practically a sheep run', however, the population of Altona had risen from 500 in 1920 to 2000 in 1931: things had changed.

A deputation to the Minister of Lands stated that Williamstown Council should not have any control over land in the Werribee Shire. The reserve was supposed to serve as a recreation reserve but actually served solely as a race course; a growing population and numerous sporting clubs needed recreation space. The Minister thought racing chaps were usually sporting types and that they would fairly treat any grievance brought to the trust. A plan of the reserve at that time showed a 'plantation' where The Pines camp is today.

A newspaper article in September 1934 underscored this Altona indignation. The club was in the process of using another 50 feet of the reserve in alterations to the track, saying that they were merely improving an area which had previously been a quagmire. Altona councillor, FJ O'Brien, retorted that this was in fact a 'fine level area and was used by Boy Scouts to hold their events'. It was just to the north of the Plantation (now The Pines) which was then described as 'uncared for' with stock wandering in and out of broken fences. Then the course was described as a half mile in circumference and lined with a hardwood fence.

#### *World War Two*

During the Second World War racing was suspended at the course and the Army established a camp here. An aerial view of the site in December 1945 shows the track, grandstand, and hedge rows around planted areas next to and south of the creek. A foot bridge over the creek links this area with a road running south off Kororoit Creek Road through today's Technopark complex site which is largely vacant except for what appears to be an octagonal shelter or pavilion. A series of rectangular plots and some structures are inside the track south of the grandstand.

After the war many racecourses in Victoria were closed. Williamstown's was not only closed, but fire destroyed the grandstand in 1947, and the official closing date was 6 August 1948. The Williamstown Racing Club amalgamated with the Victorian Trotting and Racing Association forming the Melbourne Racing Club and resolved to conduct their race meetings at Sandown. The remaining structures on the site were removed, some being taken to Sandown.

Soon after the course closed the Werribee and Williamstown Councils discussed the fate of the course and sought some guidance from the Lands Department and the trustees. The Commonwealth government responded with a plan to use the site for a hostel to temporarily accommodate migrants, keeping the public recreation role in abeyance. To do this the reservation had to be revoked and the grant annulled. A Bill was prepared to achieve this. The same action was taken with the nearby Williamstown rifle range but to, in this case, use the site to erect war service homes 'for which it is

well suited'.

#### *Williamstown Hostel*

It was not until 1969 that concrete and brick units replaced most of the original Nissen huts at Wiltona. Wiltona was closed for some time during the 1970s, but then reopened to house Vietnamese refugees arriving in Australia in the late 1970s. Darwin residents displaced by Cyclone Tracy in 1975 were also housed here. The site is now known as 'Technopark'. (Barnard 1999)

The complex is now used for light industry and offices but the hostel units remain on the site and are reasonably well preserved. One Nissen hut also survives on the eastern leg of Technopark Drive.

By 1964 the reserve was again vacant but was now officially called the Altona Sports Park.

#### *Railway racecourse spur line and station*

'... in 1884 ... a line was constructed (for the Colonial Government) from Racecourse Junction (near Paisley) on the Geelong line to the Williamstown Racecourse. The line was opened in April 1885. Private forces stepped in again soon after this when a company formed to subdivide and market Altona land, The Altona and Laverton Bay Freehold and Investment Co. Ltd, purchased rails from the Victorian railways and built an extension of the Williamstown racecourse line to platforms at Altona Bay and Altona Beach. Advertising an already existing railway line was a good marketing ploy for land in the time of the land boom and the first train to run to Altona coincided with the first land sales, 22 August 1888. The company even planned to extend the line to a station called Edinburgh on the Geelong railway line, but little came of this plan. For the next two years the trains only ran to Altona on sale days, although for a while in 1890 Victorian railways trains ran twice daily to Williamstown racecourse, meeting the private Altona Bay trains there. By August 1890 all trains to Altona were cancelled, although some special trains occasionally utilised the line to convey picnic parties to Altona Beach. (Barnard, 1999)

The Altona line (Williamstown Racecourse to Altona) remained in private hands until the 1920s. For most of this time it was not operational, although the Victorian Railways Department leased part of the line for shunting and storage of racecourse trains for many years. Mobiltown (railway station) was initially built as a platform called Standard Oil Platform. It was constructed in 1953, quite near to the old Williamstown Racecourse station, which was dismantled in 1951, and had been unused since racing had been discontinued during the Second World War.

## **Description**

Most of the buildings associated with the former Williamstown Racecourse were destroyed by fire or have been removed. The surviving elements include:

- A single Canary Island Palm set in a circular remnant ornamental flower bed on the former site of the Bird Cage enclosure
- The concrete base of the former Racecourse grandstand. A stencilled sign on the north and south wall faces of the base reads 'Williamstown Racecourse established c1870 Army Camp c1940-1945 Grandstand destroyed by fire 1946'.
- Brick footings, and numerous broken bricks (Glen Iris and South Yarra fire bricks), lines of rusted steel cable fencing, an asphalt paved area and roadways, an underground concrete tank (septic?)
- The graded line of the race track, which is still evident around the edge of the grass land. In the middle of the track are footing remnants of former buildings which may have been associated with the army camp or the hostel.

The former racecourse railway station site is north of the creek while at the creek crossing of Racecourse Road is a concrete ford which presumably replaces an earlier crossing marked on nineteenth century maps. North of the site is the Kororoit Creek, the brown brick, tiles and concrete of the 1969 Wiltona immigration hostel and to the south is the Pines scout camp. A section of basalt paving lies to the west of the camp. To the east is the bay and wetlands. A recent yellow concrete paved bike path has been built through all of this.

## **External Condition**

The grandstand remnants and general layout next to the creek are ruins, although the palm is healthy.

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## External Integrity

Low.

## Comparative Analysis

As a racecourse site, this is an early example but lacks early fabric. Other early race courses such as the one at Emu Plains (Mornington Peninsula) and Ballarat are earlier and are still used for racing. This site has distinction from being on the coast and the early associations with the district's pastoralists and their love of equestrian sports.

## Thematic Context

### *Principal Australian Historical Theme(s)*

Organising recreation, Playing and watching sports

### *Associations*

City of Williamstown, Werribee Shire Council, Williamstown and Werribee Coursing Club?

## 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 provide more interpretive information on-site about the history of this place.

## References

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

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

Priestley, Susan (1988) *Altona. A Long View* pp.68, 78-79, 91, 121, 199

Land Victoria aerial photo Run 18W Film 177 Melbourne & Metropolitan Area December 1945

Land Victoria reserve file (RS 245) contains many early plans, letters, etc. and provides the basis for most of the history;

Elsum, W (1934) *The History of Williamstown*

Ian Rae, 4 April 2000 comments

Cliff Gibson comments 8 April 2000 (Provides history of Williamstown racecourse line)



<b>Heritage Place Name</b>	House
<b>Address</b>	<b>88 Railway Crescent, Williamstown</b>
<b>Heritage Overlay No.</b>	<b>HO263</b>
<b>Heritage Precinct(s)</b>	Railway Crescent Heritage Precinct

## Significance

Local

## Style & Type

Interwar Swiss Chalet villa

## Significant Dates

1930

## Designer

Unknown

## Builder

David Rodger



## Statement of Significance

### What is Significant?

The house, constructed by David Rodger in 1930, at 88 Railway Crescent, Williamstown.

### How is it Significant?

The house at 88 Railway Crescent, 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 locally important Rodger family. (AHC criteria A4 and H1)

Aesthetically, it is significant as a locally rare and intact example of a successful and unusual design, which uses the modish Swiss Chalet form of the 1920s in a way more typical of nineteenth century construction. (AHC criteria B2, E1 and F1)

## History

Williamstown builder, David Rodger was the builder and first owner of this distinctive brick house, in 1930-31, which is still owned and occupied by the family (1). The Rodger family had already built another unusual house at the rear of this site, at 80 Victoria Street in 1913) (q.v.).

Rodger was one of the few Williamstown contractors listed in the Victorian Directory classified section during the 1890s and early this century. He is reputed to have carried out many major

contracts throughout Victoria, having started in Williamstown as a boatman during 1858. The firm is still active (2).

## Description

The house at 88 Railway Crescent, Williamstown is a Swiss Chalet style gabled face brick villa with ground and attic levels, and twin gabled dormers facing south. The main elevation is symmetrical with a rectangular roof vent matched by another oculus vent at the first floor level: both being centred with a segment-arched attic window pair between, and twin hipped concave-roof window bays to either side. More typical of the 19th century, the walls are built on basalt footings and terra-cotta ridging to the steep slated roof is more common in the period 1900-15.

The front fence, although related to the period of the house, is not original.

## External Integrity and condition

Integrity - High. *Condition* - Fair.

## Context

The house is set back and cramped on its site due to further subdivision, and while set apart because of its distinctive style, it nonetheless contributes to the late 19th and early 20th century streetscape character of Railway Crescent.

## Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

David Rodger

## 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 Melbourne Metropolitan Board of Works File No. 181074; Council records 2002

2 Evans, Wilson P (1969) (1969) *Port of Many Prows* p.31; Telephone Directory 1983; Wilson Evans, c1991, verbal

<b>Heritage Place Name</b>	Williamstown Beach Railway Station
<b>Address</b>	Railway Crescent and Railway Place, Williamstown
<b>Heritage Overlay No.</b>	HO264
<b>Heritage Precinct(s)</b>	Hobsons Bay Railways Heritage Precinct

## Significance

Local

## Style & Type

Federation Railway Station

## Significant Dates

1889, 1900

## Designer

Victorian Railways

## Builder

FE Shillabeer



## Statement of Significance

### What is Significant?

Williamstown Beach Railway Station complex, comprising the bluestone-faced platforms constructed c.1889 and the station buildings designed by the Victorian Railways and constructed by FE Shillabeer in 1900, at Railway Crescent and Railway Place, Williamstown.

### How is it Significant?

Williamstown Beach Railway Station is of local historic and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it illustrates the development of Williamstown and its increasing popularity as a holiday destination in the late nineteenth and early twentieth century. It also demonstrates how railway stations influenced the development of surrounding residential and commercial areas in the late nineteenth and early twentieth centuries. (AHC criteria A4 and D2)

Aesthetically, it is the only example in the city of the 'Footscray' style as identified by Ward and is distinguished by its unique detailing, which sets it apart from others within this group. It contributes to the historic character of the Melbourne to Williamstown Railway precinct, as well as to the Government Survey precinct. (AHC criteria B2, E1 and F1)

## History

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### Thematic history

Barnard (1999) found that:

*At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed a few weeks later by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. It was renamed Williamstown Junction in 1868 and was not called Newport until 1881. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905. Williamstown Beach Station, initially called Beach, opened in 1889.*

### Specific history

The first station at this point, originally known as 'Beach' was originally opened in 1889. Barnard (1999) notes that "Stations along the Williamstown line opened as the demand arose", and it is presumed that a significant reason for the new station was to provide more direct access to the new Williamstown Sea Baths, which were constructed in 1888. It also became the closest station for workers at the Alfred Woollen Mills established in Osborne Street c.1880.

The present station buildings were constructed in 1900 in accordance with a contract awarded to prolific railways contractor, FE Shillabeer, in December 1899. Shillabeer also constructed the present station buildings at North Williamstown, Newport and Spotswood during the early part of the twentieth century. (Refer separate citations) The name was officially changed to 'Williamstown Beach' in 1915.

Typically, a small shopping centre developed in proximity to the Station in Railway Crescent during the Edwardian and interwar periods.

## Description

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Williamstown Beach Station is one of a group of similarly styled station buildings erected by the Victorian Railways during the first decade of the twentieth century, which Ward and Donnelly (1982) refer to as the "Footscray" style and describe as follows:

*This small group features details common to the Woodend Style with which the Department saw out the Nineteenth century. They include similar cantilever verandahs, basalt quoining and banding, achieved by means of red and blackened red bricks in the nineteenth century and by cement render in the twentieth. This group was designed for use in the metropolitan area, at Footscray, Williamstown Beach, Jolimont, West Richmond and Sandringham. With the exception of the Down platform building at Footscray, built in 1907 to harmonise with the existing complex, this group was built during the first two years of the twentieth century.*

*Although plan forms vary, its characteristic details are as follows:*

- *Cement render banding at mid-window level, eaves level and across window heads.*
- *Bluestone quoining to doorways, bluestone window sills and plinths, and*
- *Pediment motifs to parapet walls around toilets.*

*They are complemented by red brick walls and slate roofs.*

*Each building borrows further classical details in the form of pilasters with simple capitals. At Williamstown Beach they stand either side of the main entrance and appear to support a pediment above. The most lavish display of decoration, for its own sake, however, graces the main façade to the platforms 2 and 3 buildings at Footscray. It has a classical theme ..*

Williamstown Beach Station appears to retain most of the features described by Ward. It also includes bluestone facing to the platforms, which date from the construction of the original station in 1889.

### External Integrity and condition

*Integrity - High. Condition - Good.*

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## Context

Contributes to the Williamstown Railway precinct as one of four early twentieth century stations along the route.

## Comparative Analysis

Williamstown Beach Station is the second oldest station complex in the city, and the only Federation-era example.

## Thematic Context

*Principal Australian Historical Theme(s)*

Moving people

*Associations*

Victorian Railways, FE Shillabeer

## 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

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

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

Donnelly, A & Ward, A (1982) *Victoria's Railways Stations. An Architectural Survey. Volume 4 The Twentieth Century: 1900-1930* p.10

National Trust of Australia (Victoria) (n.d.) *Classification Report (Industrial History) Melbourne to Williamstown Railway Line*

## Additional Images

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The image on the front page of this citation shows the main station building on the 'up' side. The image below shows the smaller station building on the 'down' side.





<b>Heritage Place Name</b>	St Mary's Roman Catholic School and former Church and camphor laurel tree
<b>Address</b>	<b>Corner Railway Street North and Sargood Street, Altona</b>
<b>Heritage Overlay No.</b>	<b>HO265</b>
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Spanish Mission Church &  
School

## Significant Dates

1950, 1959

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

St Mary's Roman Catholic Church complex, comprising the church and school constructed in 1950 and the associated Camphor Laurel Tree, at the corner of Railway Street North and Sargood Street, Altona.

### How is it Significant?

St Mary's Roman Catholic Church and School complex, Altona is of local historic, social and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant as evidence of the population explosion in this part of the City after World War 2 that was largely due to immigration. (AHC criteria A4 and B2)

Socially, it is significant for its strong associations for the many former school children and their parents because of its external integrity to its construction date and hence a relatively long period of social involvement in the Altona area. (AHC criterion G1)

Aesthetically, it is significant as a rare example of a Catholic School and Church in the Spanish Mission style. (AHC criteria B2 and E1)

## History

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### Historical background

*Churches built in the twentieth century (in the City) reflected not only periods of development for communities, but also the growth of new faiths as migration brought people of a variety of ethnic backgrounds to the area. Some churches, such as the Welsh Church at Williamstown, lost their congregations. The Catholic Church, had been represented in the (City) since 1843, but the number of its adherents exploded in the 1950s and 1960s when large numbers of Italian, Maltese and Slavic migrants moved in. Parishes such as Street Mary's Altona and Street Margaret Mary's, Spotswood, built new and more substantial churches (and schools) during this era and at Brooklyn a less substantial church was built. More Catholic parishes were established at Altona North and Laverton during later periods of growth.*

### Specific history

The first stage of this complex was opened by Archbishop Mannix on 12 March 1950, and further classrooms were added nine years later. The 1950 complex included 3 classrooms and a church section flanked by an enclosed verandah, which it was thought could store equipment or provide additional accommodation.<sup>1</sup> Reputedly the former Williamstown Academy of Music building was used as a hall in this complex.

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<sup>1</sup> Priestly, Susan *Altona. A Long View* p.218



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## Description

Located at the corner of Sargood Street this complex is a late example of the Spanish Mission architectural style, with typically evocative Spanish/Italian influences such as the hipped roof bell tower, and textured stucco walls. The timber framed windows are multi-paned and the hipped roofs are tiled with Marseilles pattern terra-cotta tiles. The former church section is presumably that wing which has clerestory lighting and side aisles, west of the bell tower.

The camphor laurel (*Cinnamomum camphora*) relates to the building period. The former Williamstown Academy of Music building is not evident in the complex today.

### External Condition

Good

### External Integrity

High

### Context

Sited facing the railway and surrounded by suburban development.

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## Comparative Analysis

St Mary's Catholic Church complex is perhaps the only example of a public building with Spanish inspired design within the municipality. Most other interwar or postwar church complexes are more traditional gothic-inspired architecture such as St Josephs at 22 Newcastle Street, Newport and St Mary's at 116 Cecil Street, Williamstown (Refer to separate citations in this Study).

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## Thematic Context

*Principal Australian Historical Theme(s)*

Educating, Establishing schools

*Associations*

Roman Catholic Church.

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## Recommendations

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### *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.

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## References

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Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003  
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*  
Priestley, Susan (1988) *Altona. A Long View*  
Municipal Rate Books (RB)  
Sands & McDougall *Victorian directories* (D)

<b>Heritage Place Name</b>	'The Gables'
<b>Address</b>	21 Rayner Street, Altona
<b>Heritage Overlay No.</b>	Not applicable
<b>Heritage Precinct</b>	Not applicable

## Significance

Local

## Style & Type

Interwar Californian Bungalow

## Significant Dates

1930-31

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The house, constructed in 1930-31, at 21 Rayner Street, Altona.

### How is it Significant?

The house at 21 Rayner Street, Altona 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 dwellings that demonstrate an era of growth in the Altona area after the Altona estate was revived during the interwar period. (AHC criteria A4 and B2)

Aesthetically, it is significant as a superior example of a typical Californian Bungalow, which is notable for its distinctive tripled-gabled form and full range of decorative features that are typical of the style. (AHC criteria E1 and F1)

## History

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### Historical context

... at Altona where, in 1915, those areas of the Altona Bay estate that had not been sold still belonged to W.H. Croker, who had tried to develop coal-mining there. He sold his remaining interests in the estate at this time to the Altona Beach Estates Limited, a consortium of Sydney businessmen who planned to turn the old Altona estate into a 'model garden suburb'. The new syndicate planned 674 house lots in the old 1880s subdivision, 2,875 lots in the new one and 58 blocks reserved for public institutions. The company named the area east of Millers Road, Seaholme. By 1930 there was one shop and 29 dwellings on the Seaholme Estate. The first auctions were held in 1918, with 108 lots being sold. Some new residents took up homes on this estate in the 1920s, when the number of dwellings in Altona went from 114 in 1921 to 408 in 1933. The company managed the sale of land in central Altona for the next thirty years, until 1953. Six other private subdivisions were all offered for sale in Altona North and Altona East in the 1920s.<sup>1</sup>

### Specific history

The Altona subdivision was declared by N Munro in 1888 and remained dormant until after World War One. This house was on lot 70 of block 5 and was listed as 'House being built' in the Sands & McDougall *Victorian Directory* of 1930 when the street was named Fanny Street. Once built in 1931 it was owned and occupied by Frederick R Presswell until at least the 1960s. The street name was changed in 1951. (LP2154)

## Description

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This Californian Bungalow style weatherboard house is early for the area and well preserved externally. The house has three nested gables with stout tapered masonry porch piers, shingled gables, horizontally grouped double hung sash windows and lead lights in the upper window sashes completing the image of the typical Californian Bungalow style. There is an early fence and garage while related plantings include a silky oak and lilly pillly.

### External Condition

Excellent

### External Integrity

High

### Context

Surrounded by mainly later suburban development.

## Comparative Analysis

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This is a superior example of an inter-war Californian Bungalow, which is more articulated than most contemporary examples in the municipality. It compares with other cited examples in this Study such as 16 Latrobe Street and 56 Home Road, both in Newport (q.v.).

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<sup>1</sup> Barnard (1999)

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## Thematic Context

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*Principal Australian Historical Theme(s)*

Making suburbs

*Associations*

Frederick R Presswell

## Recommendations

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*Statutory protection*

Hobsons Bay Planning Scheme:	No. This place was originally recommended for inclusion in the Heritage Overlay, however, it was decided not to include it in the HO following a review recommended by the Independent Panel Hearing for Amendment C17.
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Heritage Victoria Register:	No
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Register of the National Estate:	No
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National Trust Register:	Recommended
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*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

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

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

Werribee Shire Municipal Rate Books (RB)

Sands & McDougall *Victorian directories* (D)

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<b>Heritage Place Name</b>	House
<b>Address</b>	6 Rennie Street, Williamstown
<b>Heritage Overlay No.</b>	HO266
<b>Heritage Precinct(s)</b>	Private Survey Heritage Precinct
<b>Significance</b>	
Local	
<b>Style &amp; Type</b>	
Victorian cottage	
<b>Significant Dates</b>	
c.1860	
<b>Designer</b>	
Unknown	
<b>Builder</b>	
Unknown	
<b>Statement of Significance</b>	
<b>What is Significant?</b>	The house, constructed c.1860, at 6 Rennie Street, Williamstown.
<b>How is it Significant?</b>	The house at 6 Rennie Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.
<b>Why is it Significant?</b>	<p>Historically, it is one of the oldest houses within this area, which demonstrates the earliest phase of development in the Private Survey precinct. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is a recognizably early Victorian cottage with distinctive form and original detail. (AHC criteria E1)</p>
<b>History</b>	The exact date of the house at 6 Rennie Street, Williamstown is not known. Rate book entries indicate that the first two rooms may have been constructed as early as 1858 when it was described as a 2 roomed wooden house. By 1885, it is described as a 4 roomed wooden house.

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## Description

The house at 6 Rennie Street, Williamstown is a single-storey, double-fronted, weatherboard Victorian cottage with a hipped corrugated galvanised steel roof. A verandah extends across the street façade and extends to the street boundary. Other significant or original elements are:

- The distinctive cottage form
- Timber post verandah across street elevation
- Double-hung sash windows flanking a central four-panelled timber door

The window architraves and the timber fretwork on verandah are not original

## External Integrity and condition

*Integrity* – Moderate to High. *Condition* - Good

## Context

One of a number of Victorian cottages within Rennie Street.

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## Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

John Courtis?

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## Recommendations

*Statutory protection*

Hobsons Bay Planning Scheme: Recommended

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.

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## 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 1858-59 (1039?), 1859-60 (1102?), 1860-61 (1320?), 1885-86 (2707), 1886-87 (2840), 1890-91 (3056), 1896 (2762)



<b>Heritage Place Name</b>	House
<b>Address</b>	<b>3 Rupert Street, Newport</b>
<b>Heritage Overlay No.</b>	<b>HO267</b>
<b>Heritage Precinct(s)</b>	Grindlay's Estate Heritage Precinct
<b>Significance</b>	
Local	
<b>Style &amp; Type</b>	
Victorian Transitional villa	
<b>Significant Dates</b>	
1891	
<b>Designer</b>	
Unknown	
<b>Builder</b>	
Unknown	
<b>Statement of Significance</b>	
<b>What is Significant?</b>	
The house, constructed in 1891, at 3 Rupert Street, Newport.	
<b>How is it Significant?</b>	
The house at 3 Rupert Street, Newport is of local historic and aesthetic significance to the City of Hobson's Bay.	
<b>Why is it Significant?</b>	
Historically, it is significant as one of the oldest dwellings in this area and illustrates the short-lived first phase of development in this area that was associated with the speculative subdivision during the late nineteenth century. (AHC criteria A4 and D2)	
Aesthetically, it is significant as a rare and very early example of a Transitional villa constructed in brick with notable original detail. (AHC criteria B2, E1 and F1)	

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## History

The house at 3 Rupert Street, Newport was constructed in 1891 for William Parrant who is described as a 'gentleman'. It was then described as a brick house of 6 rooms with a Net Annual Value of £20, constructed on what had been vacant land in the previous year.<sup>1</sup>

Rupert Street was the result of the further subdivision of lots facing North Road and Collingwood Road that were originally created as part of the Grindlay's Estate subdivision, which was lodged by Spotswood house and land agent D McPherson in December 1885 as part of Crown Portion 12 Parish Cut Paw Paw. The surveyor of the original estate was Thomas Braim of Bruford and Braim.

## Description

The house at 3 Rupert Street is a single-storey, detached symmetrical double-fronted brick (now painted) Victorian villa with a hipped slate tile roof. The house has a cast iron verandah extending across its façade. It has a deep setback from the street boundary. Significant elements include:

- The distinctive villa form
- Paired timber eaves brackets
- Cast iron verandah with decorative frieze and balustrading
- Tripartite double-hung sash windows flanking a central entrance door
- Bluestone and tiled verandah floor
- Bi-chrome brick chimneys

### External Integrity and condition

*Integrity* – High. *Condition* – Poor to Fair. It is believed that the interior is burnt out.

### Context

A building of earlier date than the surrounding development, which is predominantly from the late Federation and Interwar periods.

## Comparative Analysis

This is believed to be the earliest surviving house in the Grindlay Estate and the only pre-1900 example constructed in brick. Most of the other pre-1900 houses were constructed closer to the railway station in Hall Street.

## Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

William Parrant

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<sup>1</sup> Williamstown Rate Books 1890-91 (4059-61)

## Recommendations

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

## References

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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 as cited

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<b>Heritage Place Name</b>	Altona Baptist Church
<b>Address</b>	14 Sargood Street, Altona
<b>Heritage Overlay No.</b>	HO268
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Interwar Carpenter Gothic Church

## Significant Dates

1918, 1922

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The Altona Baptist Church, comprising the church and the former Progress Hall constructed between 1917-22, at 14 Sargood Street, Altona.

### How is it Significant?

The Altona Baptist Church is of local historic, social and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically and socially, it is the oldest public building in Altona and is significant for its strong associations with the formative development of the Altona community as one of the first community meeting places and school in the area and as the Baptist Church for Altona over a long period. (AHC criteria A4 and H1)

Aesthetically, it is significant for its distinctive architectural form, albeit altered, with its broach spire. (AHC criteria E1)

## History

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### Historical background

*In the nineteenth century, hotels often served as venues for meetings, etc, especially for trade unionists or working people who had little domestic space to share. Specific associations, church groups and community or progress associations often built their own halls which served a myriad of purposes. Community halls in the nineteenth and early twentieth centuries could serve as schoolrooms, churches (on Sunday) concert and dance party venues, meeting rooms, and so on. Williamstown's Temperance Hall provided a safe venue for the very strong Temperance Lobby existing in Williamstown during the second half of the nineteenth century. It was erected through subscription and donations in about 1870. The Mechanics Institute was also used for a variety of purposes.*<sup>1</sup>

### Specific history

One of the first efforts of the Altona Progress Association, which was formed during Altona's developmental spurt around 1917, was the construction of a hall by working bees. This hall then served all the usual purposes, including acting as church for several denominations and as the Altona School for some time.

This church hall is said to have been recycled from a Tylden church brought to the site in 1922 and incorporates the building once known as Progress Hall which was once separate and to the north of the site. The hall was acquired and joined with the church c.1931. The Baptists had used the hall for services from 1918 until the construction of the church in 1922.<sup>2</sup> A view of the church taken in 1987 shows a variegated terra-cotta tiled roof over the porch, the timber straps picked out in dark colour, and the spire clad with terracotta shingles. The former Progress hall is presumably the gabled wing shown in this picture attached to the chancel of the church.<sup>3</sup>

## Description

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This gabled timber church and former hall is unusual in form, has been altered but is recognisably early for the area. It has a broach spire, with narrow window, timber strapping which simulates half timbering, leadlight pointed windows in groups. The overall form is gabled with a skillion porch added to the front, wrapped around the spire base. A skillion has been added to the south side of the nave, joining with a gabled cross-bay, and the weatherboard cladding replaced with fibre cement sheet.

Corrugated metal sheeting has been used on the roof.

### External Condition

Fair (disturbed, reasonably preserved)

### External Integrity

Partially intact/intrusions

### Context

Sites on the fringe of the commercial area, backing onto a carpark.

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<sup>1</sup> Barnard (1999)

<sup>2</sup> Priestley, S (1988) *Altona. A Long View* p.156

<sup>3</sup> Priestley, S (1988) *Altona. A Long View* p.176

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## Comparative Analysis

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Public halls and churches are typically of a later date in this part of the municipality. No other building apart from the former Laverton homestead is more closely associated with the revival and marketing of the Altona estate.

## Thematic Context

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*Principal Australian Historical Theme(s)*

Making suburbs

*Associations*

Altona Progress Association, Baptist Church

## Recommendations

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*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

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

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

Priestley, Susan (1988) *Altona. A Long View*

Municipal Rate Books (RB)

Sands & McDougall *Victorian directories* (D)

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<b>Heritage Place Name</b>	Solomit or Straw House
<b>Address</b>	<b>2 Seaview Crescent, Seaholme</b>
<b>Heritage Overlay No.</b>	<b>HO269</b>
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Interwar English Domestic Revival

## Significant Dates

1941

## Designer

Marcus Barlow

## Builder

Woolcot Forbes?



## Statement of Significance

### What is Significant?

The Solomit or Straw House, designed by Marcus Barlow and constructed by Woolcot Forbes in 1941, at 2 Seaview Crescent, Seaholme.

### How is it Significant?

The Solomit or Straw House at 2 Seaview Crescent, Seaholme is of local historic, aesthetic and technical significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant as a rare example of an innovative house type that demonstrates responses to the materials shortages caused by World War 2. It is also important for its association with the noted architect, Marcus Barlow. (AHC criteria A4 and H1)

Aesthetically, it is significant as a representative example of the Old English style, which is distinguished by its rare construction technique. (AHC criterion E1)

Technically, it is significant as a rare example of a dwelling using an unusual construction method that utilised innovatory building techniques as a consequence of materials shortages after the outbreak of World War 2. (AHC criteria B2 and F1)

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## History

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Designed by the famous commercial and residential architect, Marcus Barlow, the proposed 'Solomit' or 'straw' houses in Altona attracted considerable interest, as reported in the 25 February 1939 edition of the *Williamstown Advertiser* and a Melbourne daily, when they came before Werribee Council. The construction was deemed unusual. Termed as workmen's housing for the Galvin Estate, the Werribee Shire Engineer, G Little, had requested that this display house be erected at 2 Seaview Crescent, Seaholme to demonstrate their worth in an area not covered by the Shire's building regulations. Twenty houses were to be built on the estate if successful.

As it turned out only four houses including this one were built by 1941 for a reputed cost of around £120, using compressed straw over what is thought to have been a timber frame, with cement render over that for a weatherproof exterior finish (D Mortimer, 1999). Doug Grant believes that this house was built by Woolcot Forbes, a man with a colourful past, who probably also built the subsequent houses at 169-175 Maidstone Street, Altona (q.v.).

This Solomit or straw reinforced and insulated house is an example of wartime use of straw in the face of materials shortages. The construction method, which was promoted by the then South Australian firm of Solomit Ltd, utilized straw plates 4' 10" wide erected in a steel frame and plastered over inside and cement rendered on the outside. What was originally a German product, Solomit was insect and sound proof and less costly than brick. The South Australian Government had built 12 cottages using the material at Point Pirie.<sup>1</sup> The concept of using compressed straw or other organic materials in buildings was carried further by a local Williamstown firm and the still current Solomit company.<sup>2</sup>

## Description

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This 'Solomit' or 'straw' house is a single storey dwelling in an Old English style, using straw insulation and rough render facing. It is similar in style and plan to the other four houses at 169-175 Maidstone Street, Altona (q.v.) The public view of the house is obscured by a high brick fence.

### External Condition

Fair

### External Integrity

High

### Context

Set in flat area of mainly later detached housing.

## Comparative Analysis

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This house is part of a small number in Altona that are unique within the municipality for the method of construction and is notable as the prototype of the houses that were constructed later at 169-175 Maidstone Street, Altona.

## Thematic Context

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*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

Marcus Barlow, Solomit Ltd., Woolcot Forbes

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<sup>1</sup> *The Age* 22 February 1939

<sup>2</sup> Curtain, C personal comments

## Recommendations

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### *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

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Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003  
Graeme Butler & Associates (2001) *Altona, Laverton & Newport Districts Heritage Study*  
Butler (1970) Whitlands, MU history investigation  
David Mortimer (1999) pers. com.  
Doug K Grant (2000) pers. com., cites another source as ER (Ray) Symons  
163 Blyth Street, Altona- relations named Eden had one of the houses  
Victorian Titles Office (VTO) LP15772  
Shire of Werribee valuer's cards  
Curtain, C & Weate 1947 *Wealth of a City*  
*Williamstown Advertiser* 25 February 1939  
*The Age* 22 February 1939  
A Grey 2000 verbal from research for 'Earth Garden' hay bale house articles.

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<b>Heritage Place Name</b>	House
<b>Address</b>	<b>4 Smith Street, Williamstown</b>
<b>Heritage Overlay No.</b>	<b>HO270</b>
<b>Heritage Precinct(s)</b>	Government Survey Heritage Precinct
<b>Significance</b>	
Local	
<b>Style &amp; Type</b>	
Victorian cottage	
<b>Significant Dates</b>	
c.1870	
<b>Designer</b>	
Unknown	
<b>Builder</b>	
Unknown	
<b>Statement of Significance</b>	
<p><b>What is Significant?</b></p> <p>The house, constructed c.1870, at 4 Smith Street, Williamstown.</p> <p><b>How is it Significant?</b></p> <p>The house at 4 Smith Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.</p> <p><b>Why is it Significant?</b></p> <p>Historically, it is significant as one of the oldest houses in this area and demonstrates the earliest phase of development of the Government Survey in the area south of the Williamstown Railway. It is also of interest as an example of a smaller cottage that was erected in a private subdivision street within South Williamstown. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is significant as a recognizably early Victorian cottage with distinctive form and original detail. (AHC criteria E1)</p>	
<b>History</b>	
<p>The house at 4 Smith Street, Williamstown was constructed c.1870 for a mariner, John Musicka. Smith Street was not part of the original Government Survey and is one of the few streets created as result of a later private subdivision, in this case of land owned by a Mr. R Smith.</p>	

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## Description

The house at 4 Smith Street, Williamstown is single-storey, double-fronted Victorian weatherboard cottage with a hipped corrugated galvanised steel roof. A concave corrugated galvanised steel roofed verandah extends across its street elevation. The house is set back from the street by a garden. Significant elements include:

- Multi-pane double-hung sash windows flanking a central entrance door
- Red brick chimney

The verandah is a later addition, as is the timber picket fence.

## External Integrity and condition

*Integrity* - High. *Condition* - Good.

## Context

Part of a group of early cottages in Smith Street, which includes the almost contemporary example at No. 2.

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## Thematic Context

*Principal Australian Historical Theme(s)*

Making Suburbs

*Associations*

R Smith, John Musicka.

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## 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.

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## 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 1891 (1134), 1896 (1114)

MMBW c.1905 Detail Plan No. 22

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<b>Heritage Place Name</b>	House
<b>Address</b>	<b>41 Speight Street, Newport</b>
<b>Heritage Overlay No.</b>	<b>HO271</b>
<b>Heritage Precinct(s)</b>	Newport Estate Residential Heritage Precinct

## Significance

Local

## Style & Type

Victorian cottage

## Significant Dates

c.1888

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The house, constructed c.1888, at 41 Speight Street, Newport.

### How is it Significant?

The house at 41 Speight Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant as one of the oldest houses within the Newport Estate and demonstrates the nineteenth century origins of this area. It is also important for its associations with the locally known Loft family. (AHC criteria A4, B2 and H1)

Aesthetically, it is significant as a representative example of a simple Victorian weatherboard cottage, a type that is uncommon within Newport. It contributes to the historic character of Speight Street. (AHC criteria B2 and E1)

## History

### Historical background

Newport began to attract suburban dwellers in the 1880s when the railway workshops, with their promise of employment, were being constructed. The Newport Estate, to the west of the railway workshops, was marketed in 1885 (this estate), as was Hall's Farm. Grindlay's Estate at Newport

was marketed in 1888. It was within walking distance of the Newport Station, on what had been known as Griffiths Paddock (and now lies between North and Collingwood Roads.) Two other estates offered for sale in the 1880s were the Epsom Estate, near the Williamstown racecourse, and the South Newport Estate, between Kororoit Creek Road, the Geelong Railway line, Maddox and Fink Streets, although very few houses were built on these estates in the 1880s. Most of the housing that did go up at the time was in close proximity to the railway station.

The evidence visible today suggests that the estate was developed largely in the Edwardian and inter-war periods, with weatherboard detached single storey houses.

### **Specific History**

The house at 41 Speight Street was constructed c.1888 for Henry and Emma Loft, and was one of the first houses in the Newport Estate, which was subdivided and marketed in 1885. It is shown on the 1894 MMBW record plan set in what were then open paddocks, with few houses built at that time on the estate. The Loft family continued to own the property until at least 1909, although a Francis Phillips was listed as occupier in 1901.

The Loft family is well known in Newport. Henry and Emma Loft were the parents of George who established a well known Blacksmith's shop in 1920 at 519 Melbourne Road, Newport. (q.v.). The Loft family continued to own and operate the shop for over 50 years. Loft Reserve in nearby Carmen Street, Newport is named in the family's honour.

### **Description**

This is a small gabled weatherboard house which is one of the better preserved houses in the street and contributory to an area of local heritage worth. It has a Victorian-era base, with its simple form, four-panel front door and multi-paned front windows plus Edwardian-era verandah which is a bull-nosed profile and simply treated. The houses on either side are well preserved Edwardian-era and Bungalow style weatherboard houses, making this one of the better streetscapes of the precinct.

### **External Condition**

Good

### **External Integrity**

Moderate

### **Context**

This house is a contributory element within a precinct of predominantly Edwardian and inter-war housing.

### **Comparative Analysis**

There are many houses which resemble this simple cottage but the association with Loft is the distinctive aspect. It is one of the few Victorian era cottages in this part of Newport.

### **Thematic Context**

*Principal Australian Historical Theme(s)*

Making suburbs

*Associations*

Henry Loft, Mrs Emma Lofts



## Recommendations

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### *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

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- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Curtain, C. et al. (1947) *Wealth of a City*
- Municipal Rate Books (RB)
- Sands & McDougall *Victorian directories* (D)

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<b>Heritage Place Name</b>	'Alcroft'
<b>Address</b>	13 Station Road, Williamstown
<b>Heritage Overlay No.</b>	HO272
<b>Heritage Precinct</b>	Private Survey Heritage Precinct
<b>Significance</b>	
Local	
<b>Style &amp; Type</b>	
Victorian villa	
<b>Significant Dates</b>	
c.1890	
<b>Designer</b>	
Unknown	
<b>Builder</b>	
Unknown	
<b>Statement of Significance</b>	
<b>What is Significant?</b>	'Alcroft', constructed c.1890, at 13 Station Road, Williamstown.
<b>How is it Significant?</b>	'Alcroft' at 13 Station Road, Williamstown is of local aesthetic significance to the City of Hobson's Bay.
<b>Why is it Significant?</b>	Aesthetically, it is a superior example of a Victorian villa, which is notable for the extravagant detailing to the verandah. (AHC criteria B.2, E1 and F1)
<b>History</b>	
	'Alcroft' at 13 Station Road, Williamstown was constructed c.1890.

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## Description

"Alcroft" at 13 Station Road, Williamstown is a single-storey, double-fronted, block-fronted timber Victorian house with a hipped corrugated galvanised steel roof. It is set back from the street boundary by a garden. Other significant original elements include:

- Elaborate original detailing to verandah (see below), including cast iron frieze and columns.
- Timber bracket eaves.
- Tripartite double-hung sash windows.
- Flashed glass sidelights to entrance door.

At the rear is a recent double-storey addition. Other related additions include the barrel vault over the entrance, cast iron cresting on roof, corrugated galvanised steel roof, timber picket fence and gate.

## External Integrity and condition

*Integrity* - Moderate. *Condition* - Good.

## Context

The house is one of a number of Victorian era dwellings in Station Street.

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## Thematic Context

*Principal Australian Historical Theme(s) (PAHT)*

Making Suburbs

*Associations*

Unknown.

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## Recommendations

*Statutory protection*

Hobsons Bay Planning Scheme: No

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

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## References

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

MMBW c.1905 Detail Plan No. 104

Personal comments by owner of property 13 July 2002.

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<b>Heritage Place Name</b>	Seaholme Railway Station Complex and Trees
<b>Address</b>	<b>Station Street, Seaholme</b>
<b>Heritage Overlay No.</b>	<b>HO273</b>
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Interwar Railway Station & cultural landscape

## Significant Dates

1921

## Designer

Victorian Railways

## Builder

Unknown



## Statement of Significance

### What is Significant?

The Seaholme Railway Station complex, comprising the station buildings and platform constructed in 1921 and the related mature trees including Canary Island Palms, Figs and Flowering Gums, at Station Street, Seaholme.

### How is it Significant?

The Seaholme Railway Station complex 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 revival of the Altona Beach Estate in the Interwar period and the development of new facilities by Victorian Railways to serve the growing population in this area. (AHC criterion A4 and H1)

Socially, it is significant for its strong associations with the development of the Altona and Seaholme communities as one of the oldest public buildings in this area and a public gathering place for nearly 80 years. (AHC criterion G1)

Aesthetically, it is significant as an intact inter-war weatherboard station complex, which is enhanced by its mature and related landscape setting, which features a significant group of Canary Island Palms. (AHC criteria B2 and E1)

## History

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### Historical context

The next railway line development occurred in 1884 when a line was constructed from Racecourse Junction (near Paisley) on the Geelong line to the Williamstown Racecourse. The line was opened in April 1885. Private forces stepped in again soon after this when a company formed to subdivide and market Altona land. The Altona and Laverton Bay Freehold and Investment Co. Ltd, purchased rails from the Victorian railways and built an extension of the Williamstown Racecourse line to platforms at Altona Bay and Altona Beach. Advertising an already existing railway line was a good marketing ploy for land in the time of the land boom and the first train to run to Altona coincided with the first land sales, 22 August 1888. The company even planned to extend the line to a station called Edinburgh on the Geelong railway line, but little came of this plan. For the next two years the trains only ran to Altona on sale days, although for a while in 1890 Victorian railways trains ran twice daily to Williamstown racecourse, meeting the private Altona Bay trains there. By August 1890 all trains to Altona were cancelled, although some special trains occasionally utilised the line to convey picnic parties to Altona Beach.

The Altona line (from Williamstown Racecourse to Altona) remained in private hands until the 1920s. For most of this time it was not operational, although the Victorian Railways Department leased part of the line for shunting and storage of racecourse trains for many years. In 1917, when renewed attempts were made to market the Altona Beach estate, an agreement between the Altona Bay Estate Company and Victorian Railways allowed a shuttle service to operate between Newport and Altona (then still called Altona Beach). When, after several years, the line continued to make a loss, Victorian Railways took over the line. Electric trains ran from 1926. When a coal mine was sunk in 1899 near present day Maidstone Street, a spur line was again extended to the coal mine to enable heavy equipment to be carried there.

In 1886 a private developer, C.R. Staples, marketed the township of Laverton on the Geelong railway line. He induced the Railways Department to build a station here, to enhance the attractiveness of the real estate, despite the fact that there were few local inhabitants to justify this expenditure. Another siding which opened on the Geelong line soon after, in 1890, was Hatherley, later rebuilt and renamed Paisley Station in 1929. Galvin Station, opened in 1927, was built in connection with a renewed attempt to exploit brown coal resources at Altona, when a new shaft was sunk to the west of the old coal mine. Both Paisley and Galvin Stations were closed in 1985, when the Altona railway line was extended to meet the Geelong line near Laverton.

### Specific history

Seaholme station was opened late in 1921, one year after the first auction was held for the surrounding Seaholme Estate, which grew to 29 houses and one shop by 1930.<sup>1</sup>

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<sup>1</sup> Priestley, Susan (1988) *Altona. A Long View* p. 158

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## Description

The Seaholme railway station complex comprises a gabled weatherboard early twentieth century station building with timber verandah, and timber platform edging. A distinctive grove of Canary Island palms provide an appropriate and related landscape setting. The palms are grouped mainly on the north side of the tracks but there are also specimens to the south. There are also fig trees, flowering gums, and later native planting.

### External Condition

Good

### External Integrity

High

### Context

Set in an inter-war and later residential domain, with a small commercial area nearby.

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## Comparative Analysis

The Seaholme Railway Station is the only one close to its original form and setting on this section of the railway, the other stations having been redeveloped. It is one of the early public buildings in the Altona area.

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## Thematic Context

*Principal Australian Historical Theme(s)*

Moving goods and people by rail

*Associations*

Altona Bay Estate Co., Victorian Railways

## Recommendations

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### *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

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- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
- Priestley, Susan (1988) *Altona. A Long View* pp.140 and 158
- Harrigan, Leo (1962) *The Victorian Railways to '62*



<b>Heritage Place Name</b>	McKenzie and Holland Factory Complex (Former)
<b>Address</b>	<b>41-59 Stephenson Street and 9-9A Sutton Street, South Kingsville</b>
<b>Heritage Overlay No.</b>	<b>HO274</b>
<b>Heritage Precinct(s)</b>	Not applicable

## Significance

Local

## Style & Type

Interwar industrial

## Significant Dates

c.1890-1945

## Designer

Unknown

## Builder

Unknown



## Statement of Significance

### What is Significant?

The McKenzie & Holland factory complex (former), comprising the surviving buildings constructed prior to World War 2, at 41-59 Stephenson Street and 9-9A Sutton Street, South Kingsville.

### How is it Significant?

The McKenzie & Holland factory complex (former) is of local historic, social and technical significance to the City of Hobsons Bay.

### Why is it Significant?

Historically, it is significant for the strong associations with the nationally important and pioneering transport and signalling firm of McKenzie & Holland (later Westinghouse Signal & Brake), which formed part of the vast railway industry that made Spotswood and Newport one of the largest concentrations of rail-related manufacturing in Australia. (AHC criteria A4 and H1)

Socially, it is significant for its associations with the development of the South Kingsville community as one of the major employers in this area during the Interwar years. (AHC criterion G1)

Technically, it is significant for the retention of now rare early saw-tooth factories with canted roof lights, which illustrate how English factory technology was imported for use in Australia during the late nineteenth and early twentieth century. The painted sign following the saw-tooth profile on the east elevation is significant as an evocative reminder of the long association of McKenzie & Holland with this complex. (AHC criteria E1 and F1)

## History

### Historical background

*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.*

*Additional 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. During both World Wars the workshops took on some defence engineering tasks, such as the building of tanks.*

*The Victorian Railways workshops 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 and Holland, which produced equipment for the electrification of Melbourne's rail network in the 1930s.<sup>1</sup>*

### Specific History

With the construction of several major suburban and country lines through the western suburbs of Melbourne in the 1850s and the pre-existing engineering and manufacturing industry, the logical location for railway workshops was in proximity to these lines. As well as the actual railway facilities, private engineering contractors took advantage of this situation from an early date. The Semaphore Iron Works was established in 1878, primarily as its name states, to build semaphore style railway signals. It also manufactured other railway equipment such as points and railway gates.

Situated below the vast Spotswood Victorian Railways Amalgamated Workshop on the opposite side of the railway, An 1894 plan of the site shows most of the present site vacant but with a small complex in the north-west corner, noted as 'McKenzie Holland's Interlocking Works'. A siding linked it to the adjacent railway. A masonry building central to the complex may have been the owner's residence but the rest of the buildings were timber framed.

The firm was registered under the name McKenzie & Holland in March 1899 and continued under that name until 1950.<sup>2</sup> The company amalgamated with the British firm of Westinghouse and Brakes Signals (which was already operating from an adjacent site) in about 1900. Westinghouse patented a number of railway safety innovations and by 1935 the firm was one of the major suppliers of signal equipment for the electrification of the Victorian suburban railway network.

Through the 1920s-30s McKenzie & Holland Pty Ltd continued to own and occupy land east of the existing plant, with George McPherson as the manager. A major change in the rate valuation was in 1929-30 (£185 to £347) when 'works and offices' were added to the rate description.<sup>3</sup> It is probable that the rolled sawtooth bay was built then.

An aerial photograph from 1945 showed most of the early buildings still in existence at that time. (Land Victoria) This included the surviving c.1930s three-bay rolled sawtooth roof wing on the west side of Sutton Street and associated buildings to the north, plus a long run of sawtooth factory roofing at its west end, running north-south in 11 (north end) and 7 (south end) bays of roofing. However, many of the other early buildings in the north west of the site were demolished and new buildings constructed in the postwar period – postwar buildings include the sawtooth bays to the east of the 7 bay north-south wing and added sawtooth bays to the west of the 11 bay wing.

The site continued to be occupied by Westinghouse and McKenzie Holland in the postwar period. The north eastern corner of this site was occupied by Westinghouse Brake Australasia Pty Ltd engineers in the early 1950s (D1952). South of them were McKenzie & Holland Aust Pty Ltd.

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<sup>1</sup> Barnard (1999)

<sup>2</sup> VPRO

<sup>3</sup> Werribee Shire Rate Books

By the 1970s, the company included Westinghouse Brake & Signal Company (Aust) Pty Ltd who were manufacturing engineers, exporters and importers, with branches in most states. Their products included automotive parts, bolts, automotive and railway brake equipment, compressed air equipment and a large range of railway-associated parts. The Spotswood branch had been the Signal & Rectifier Division under the management of RS Scott.

Westinghouse-McKenzie Holland Pty Ltd (formerly McKenzie-Holland) remained on part of the site, and continued to make railway signalling, rectifier equipment, and remote control supervisory apparatus.<sup>4</sup>

Westinghouse Signals Australia is now a member of Invensys Rail, a worldwide group of railway companies that also includes Westinghouse Signals Limited (incorporating Signalling Control U.K.), Safetran Systems (incorporating Burco Services), Dimetronic Signals, and Westinghouse Brakes Limited Australia. As part of Invensys Rail, all the companies share their technology and resources. WSA supplies and supports many Invensys Rail group products in Australia. These signalling companies are said to form one of the largest railway technology groups in the World. The company now has over 50 Railway Signal Engineers working in their offices on design of all types of railway signalling systems. Among their designs are the largest regional SSI system for the Brisbane Metropolitan area; the largest rail network using Westrace interlockings in Indonesia; and many small and large relay interlockings (WS)

## Description

The McKenzie and Holland factory complex (former) is situated on land with frontages to Stephenson Street and Sutton Street in South Kingsville. It comprises a complex of predominantly timber-framed, south-facing saw-tooth roof corrugated iron clad sheds, which have been progressively erected between the late nineteenth and mid-twentieth century. Later subdivision has resulted in the complex being spread across two sites as follows:

### *41-59 Stephenson Street*

This site includes the following buildings:

- A centrally located timber-framed, corrugated iron clad sawtooth warehouse. This warehouse is notable for its roof lights canted at about 15 degrees from vertical, suggesting a late nineteenth century date. Glazing in this section is also unusual, incorporating wrought iron vertical bars and small overlapping glass panes held in place by metal clips. The column spacing of about 5 metres also suggests a late nineteenth century date. This is also the lowest section of roof with the narrowest bays.
- At the north of this site is a small group of timber-framed, and weatherboard-clad, saw-tooth roofed buildings, with particularly narrow bays (about 2.5 metres). These appear to have been designed both as office and factory accommodation. A series of roof vents on the eastern and northernmost parts of the building suggest a specialist industrial use such as soldering or other processes which produced fumes. Timber framed windows and internal lining (some beaded edge) suggest office use for the central portion.
- On the east side of this site facing Sutton street is a 1930s sawtooth warehouse with steel and timber framing. It has rolled edge iron over the steel framed vertical roof light and is notable for the painted sign 'Railway Signal and Engineering' with dramatic diagonal flashes filling the triangular spaces high along the end wall. This warehouse is adjoined by post-war additions on the north and south sides.

### *9 & 9A Sutton Street*

This site includes the following buildings:

- The erection shop on the west side on this site is a tall gabled structure with clerestory windows. Again clad in corrugated iron, this building is framed in iron, partly of made-up riveted wrought-iron columns, with iron truss roof. An electrically operated overhead traveling crane runs the length of this building and extends beyond the south wall to an open yard. This appears to date

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<sup>4</sup> *Business Who's Who of Australia* pp.645-46

from the post World War II period.

- Steel-framed saw tooth warehouses of interwar or postwar dates. These buildings were originally part of the warehouse complex to the north (and possibly contiguous), but with subdivision are now physically separated by new external walls.

#### *East side of Sutton Street*

Vacant land on the east side of Sutton Street marks the location of the original site of McKenzie and Holland.

#### **External Condition**

Fair to Good

#### **External Integrity**

Moderate

#### **Context**

Contributory part of the Spotswood Industrial Precinct, facing the railway.

#### **Comparative Analysis**

This is now the only known example of a privately owned industrial complex, which is associated with the early railway-related industries in this area. It compares with the surviving late nineteenth and early twentieth century workshop and warehouse buildings associated with the Victorian Railways throughout Newport and Spotswood. The nineteenth century warehouse building with its canted roof lights is a rare example of this building type within the western region; no other examples are known to exist within the municipality.

#### **Thematic Context**

##### *Principal Australian Historical Theme(s)*

Manufacturing and Processing, Railways

##### *Associations*

McKenzie & Holland, Westinghouse Brake & Signal Company (Aust) Pty Ltd

#### **Recommendations**

##### *Statutory protection*

Hobsons Bay Planning Scheme:	Yes, in part to buildings dating from the pre-WW2 period
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

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