


Heritage Place Name	Port Phillip Stevedore Club Hall (Former)
Address	23-25 Aitken Street, Williamstown
Heritage Overlay No.	HO35
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Federation/Edwardian Free Classical	
Significant Dates	
1914-15	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The former Port Phillip Stevedore Club Hall, constructed in 1914-15, at 23-25 Aitken Street, Williamstown.
How is it Significant?	The former Port Phillip Stevedore Club Hall is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it significant for its strong associations with the Port Phillip Stevedores Club and illustrates how the maritime industry continued to play an important role in the development of Williamstown despite the decline of the port in the latter half of the nineteenth century. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is significant as a well-executed example of classical architecture, which expresses the important role of the Port Phillip Stevedore's Association in the development of Williamstown. (AHC criteria E1 and F1)</p>

History

The Port Phillip Stevedore Club Hall was constructed in 1914-15. The 30 January 1915 edition of the Williamstown *Chronicle* reporting that the “local Stevedores ... opened their club hall in Nelson Street”¹. The Williamstown *Advertiser* had earlier that same month reported that the opening of the hall had been delayed by the Board of Health who insisted that all street doors of public buildings should open outwards.²

The site is shown as vacant land in the Williamstown Rate Book of 1914 when it was owned by Mrs Annie Hutt and there is a notation that refers to the ‘Port Phillip Stev. Club and Mr Ritchie’. The entry for the following year comprises two entries; one of land and the other describing a Hall of 8 rooms in brick ‘erecting’. Both properties are owned by the Port Phillip Stevedore Club with James Ritchie, Secretary, of 38 Hanmer Street listed on behalf of the club.

Description

The former Port Phillip Stevedore Club Hall is a single-storey, rendered brick late Victorian building with a parapeted corrugated galvanised steel roof. It has a classically derived façade of rusticated render divided into four bays by rendered Ionic pilasters, which is built to the street boundary. Other significant elements include:

- The three double-hung sash windows with leadlight
- The leadlight sidelights to the front door (Note: doors not original)
- Pressed cement balustrade on parapet
- Raised rendered signage on north elevation (partially obscured) with the word ‘Stevedore’.

External Condition and Integrity

Integrity – High. Front doors not original. *Condition* - Good.

Context

An isolated building, surrounded by later unrelated industrial development, but in proximity to port areas.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies; Shipping and port facilities

Associations

Port Phillip Stevedores Association

¹ Nelson Street was the former name of Aitken Street.

² Williamstown *Advertiser* 17 January 1915

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 encourage repainting in original or appropriate colour scheme.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Williamstown Rate Books 1914 (227), 1915 (229-230) and 1916 (229-230)
- Sands & Kenny (later Sands & McDougall) *Melbourne Directory 1915-1920*
- MMBW c.1905 Detail Plan No. 47
- Williamstown Advertiser 17 January 1915
- Williamstown Chronicle 30 January 1915

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Heritage Place Name	House
Address	43 Aitken Street, Williamstown
Heritage Overlay No.	HO36
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Heritage precinct	
Significant Dates	
c.1858	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	
The house, constructed prior to 1857, at 43 Aitken Street, Williamstown.	
How is it Significant?	
The house at 43 Aitken Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
<p>Historically, it is significant as perhaps the earliest surviving building in Williamstown and possibly the earliest surviving timber house in the metropolitan area. It is therefore highly important in illustrating the early development of Williamstown, particularly the early role of minor streets for residential use connected with an adjacent commercial centre. (AHC criteria A4 and D2)</p> <p>Aesthetically, it is significant as an unusual early and almost complete building form, clad with an early and relatively rare material type (wide boards) and among the earliest surviving timber buildings in the State. (AHC criteria B2, E1 and F1)</p>	

History

This house, first described as of four rooms and wood, was built prior to 1857 on part of an allotment owned by J. Cain. Rate books indicate that it was owned for the twenty years following that date by Mrs Clara Pope.¹ Clara Pope resided here until 1867 after which it was leased by her to James Backus, engineer, Thomas Collins, a shipwright and William Wallace, a mariner.²

In 1878 it passed into the hands of Thomas Pope who may have been her son.³ By 1890 the house was owned by William Stone who continued to lease the property, until at least 1896, to such a Duncan Smith, a labourer and a butcher called Archibald McKenzie.⁴

It is speculated that the house may have been prefabricated in China but there is no evidence of this.⁵

Description

The Clara Pope house is a four room, high and simply hipped roof double-fronted cottage clad with horizontal, wide beaded-edge softwood boarding fixed to a sawn timber frame. Corrugated iron now covers the shingling to the roof but the ogee-profile rain water gutters are as original. Internally, all walls and ceilings are tongue and grooved, beaded-edge softwood lining; the external wall lining being set to a splay which follows the underside of the roof frame above the wall plate. The one unusually located brick chimney is central, possessing a typical string-course cornice.

A similarly shaped building was owned by Thomas Smith at Tarraville in the 1850s and Judge Fellow's Bungalow Cottage in Mercer Street Queenscliff, in 1859-60; the latter was pre-fabricated by Manning of Britain.⁶

External Integrity and condition

Integrity – High – The house appears to be generally original except for the removal of a verandah from the Aitken Street elevation.

Condition - Poor.

Context

An isolated early building in a non-contributory setting.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

J. Cain, Mrs Clara Pope, James Backus, Thomas Collins & William Wallace

¹ Williamstown Rate Books 1858-59 (113)

² Williamstown Rate Books 1868 (22), 1875 (247)

³ Williamstown Rate Books 1878 (264)

⁴ Williamstown Rate Books 1890-91 (277), 1896 (255)

⁵ Winkoff et al (MU Architecture Thesis 1964) *Domestic Buildings in Williamstown before 1870* pp.34-35

⁶ Butler (1982:87f), Allom Lovell & Associates (1982) *Queenscliffe Urban Conservation Study Building 71*

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to:

- Remove existing fence and stored material sufficiently clear of all walls to provide relative safety and exposure for the building.
- Re-fence in original or typical form (i.e. arrow-head timber pickets).
- Repair iron roof and replace wall linings as original; generally repair and/or restore as original.
- Seek evidence of former verandah and reinstate. (Note: The house may not have had a verandah originally).

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
Graeme Butler & Associates (1882) *Port Albert Conservation Study*
Williamstown Rate Books

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Heritage Place Name	'Heathville'
Address	171 Aitken Street, Williamstown
Heritage Overlay No.	HO37
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1894

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

'Heathville', constructed in 1894, at 171 Aitken Street, Williamstown.

How is it Significant?

'Heathville' at 171 Aitken Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the first known example of the Queen Anne style in Williamstown. As the house of a railway employee, it illustrates the influence of this locally important industry upon the early development of Williamstown. (AHC criteria A4 and D2)

Aesthetically, it is significant as a near original and early example in the metropolitan context of the Queen Anne style applied to a small dwelling, which was later adapted extensively to small and large domestic architecture. It also contributes to the historic character of Aitken Street. (AHC criteria E1 and F1)

History

'Heathville', described as of six rooms and wood, was built in 1894 for Arthur Edgar Jones, a signalman in the Victorian Railways Traffic Branch, who continued to own the property and live there until after 1910 (1). By the 1920s, Randolph Fogarty occupied it. (2) MMBW Record Plan 15 shows a cottage pair on this site c1892; to be replaced by 'Heathville', as shown in the later MMBW Detail Plan 35. (3)

Description

'Heathville' is an early Queen Anne style weatherboard cottage. The hipped and gabled roof is clad in corrugated steel with formed metal ridge decoration and finials, and a timber post bullnose-roof verandah. Unusual ribbed brick chimneys, deeply bracketed eaves, a half-timbered gable, slotted and fretted timber verandah friezes, and unusual open work columns, supporting Gothic-arches, help provide the fusion of Oriental, French and English-derived ornament associated with this later prolific domestic style.

A non-compatible fence has replaced the presumed picket type (with splayed ingo-plan); (3) minor alterations made to the verandah; rain water gutters have been replaced with a non-compatible profile; and paint colours changed.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

Near to the Ferguson Street commercial area and contributive to a Victorian and Edwardian period residential precinct in Aitken Street.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Arthur Edgar Jones and Randolph Fogarty

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to repaint trims in original or typical colours, replace the fence, repaint as original or typical and install ogee profile gutters.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History 2006*

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

1. Williamstown Rate Books 1894-95 (186); Government Gazette 30 January 1893, p.413
2. Williamstown Rate Books 1896 (184); *Sands and Kenny Melbourne Directory 1910*
3. Sands and Kenny (later McDougall) *Melbourne Directory 1928*
4. Melbourne Metropolitan Board of Works Detail Plan 35 (1905)

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Heritage Place Name	Washingtonia Palm & Cotton Palm
Address	Rear 7 Albert Street, Williamstown
Heritage Overlay No.	HO38
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Significant Trees

Significant Dates

c.1910

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Washingtonia Palm and the Cotton Palm, established c.1910, at the rear of 7 Albert Street, Williamstown.

How is it Significant?

The Washingtonia Palm and the Cotton Palm at 7 Albert Street, Williamstown are of local historic, aesthetic and scientific (horticultural) significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they are significant as an illustration of Edwardian-era planting in a Williamstown suburban garden. (AHC criterion D2)

Aesthetically, they are significant for their landmark qualities, which enhance the setting of the associated house and contribute to the historic cultural landscape character of the Private Survey precinct. (AHC criterion E1)

Scientifically, they are significant as locally rare mature examples of this species in a private garden setting. (AHC criterion B2)

History

The exact date of the two palms at 7 Albert Street, Williamstown is unknown. Because of their size, it is likely that they were planted during the Edwardian period. It is possible that their planting was inspired or influenced by the many examples of palms used in public planting in Williamstown at that time, which included an Honour Avenue of Washingtonia Palms in Victoria Street (now removed), the Palm Avenue at Williamstown Botanic Gardens, and Canary Island Palms at the Lyons Reserve.

Description

A Washington palm (*Washingtonia filifera*) and a Cotton Palm (*Washingtonia robusta*), which are situated in the rear yard of a house at 7 Albert Street, Williamstown. They have good form and grouping and enjoy landmark status because of their height. Similar palm specimens can also be seen at the Williamstown Botanic Gardens and on a private property at 8 Florence Street, Williamstown (q.v.). Botanica (1997) provides the following descriptions:

Washingtonia filifera (Washington palm)

From southern California and Arizona, this palm develops a fat trunk and grows 40-50 ft (12-15 m) tall. The grayish green leaves form a broad, spherical crown about 15 ft (4.5 m) across. The common name of cotton palm derives from the white, cotton like threads on and between the leaf segments. Its small hard black berries ripen in winter.

Washingtonia robusta (Cotton palm)

This species, taller and more slender than Washingtonia filifera and with a more tapering trunk, occurs naturally in north-western Mexico. It grows to 80 ft (24 m) and its crown is 10 ft (3 m) across. The shiny, bright green leaves, almost circular, are less deeply segmented than those of 'W. filifera'. The fruit are tiny dark brown berries.

Condition

Good.

Context

The trees are isolated within their immediate context.

Comparative Analysis

These palms are believed to be among the largest examples of their type on private property within Hobsons Bay. The Cotton Palm compares with the examples at 8 Florence Street, Williamstown North, and at 197 Osborne Street, Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Unknown.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, with tree controls added
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

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

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

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

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History 2006*

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

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

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Heritage Place Name	Bluestone House
Address	25 Albert Street, Williamstown
Heritage Overlay No.	HO39
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian basalt cottage

Significant Dates

1865

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed in 1865, at the rear of 32 Queen Street (25 Albert Street), Williamstown.

How is it Significant?

The house at the rear of 32 Queen Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the oldest houses within the Private Survey area to the north of Ferguson Street and is important for its ability to demonstrate the early speculative subdivision that occurred in this area, as well as the early basalt quarrying industry. It is also of interest for its association over a long period with the locally known Lafferty family. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as a relatively rare example of a generally original mid-Victorian period cottage constructed of basalt, which exemplifies the skills associated with it (i.e. quarryman) as well as a relatively uncommon roof form with the chimneys placed at the gable apices. (AHC criteria E1 and F1)

History

The first evidence of this house is in 1865 when it was listed in rate books as a dwelling of two rooms and stone owned by John Lafferty, a carter. It was built on part of a large allotment formerly owned by Edward Quigley that occupied most of the south side of Albert Street adjacent to the old Prince Albert Hotel. Quigley was a proprietor of the Hotel, whilst Lafferty shifted from a wooden house in Queen Street to reside there (1).

A Mrs. Lafferty continued to live there despite the ownership attribution changing to a Miss Ryan in 1878 (2). The Lafferty family reassumed ownership by 1890 when William Lafferty, who was alternatively described as a dairyman or quarryman and who may have been a son of the former owners, resided there until at least 1896 (3). The family was well known as the town's milk suppliers.

The house had grown to three rooms by the early 1880s, increasing to four after William Lafferty took residence. The MMBW Record Plan of 1894 shows two rooms of masonry, backed by two timber rooms and large timber outbuildings; the whole sat in a large corner allotment.

Description

The house at the rear of 32 Queen Street (Note: The cottage actually faces Albert Street), Williamstown is a double fronted, transverse gabled, basalt coursed rubble cottage, with quarry-quoins at corners and openings. Sited close to Albert Street, two pane, double hung sash windows and a four panel door, with a three light top light, comprise the openings. Basalt masonry chimneys, each with a projecting string-course, are placed at the gable apices whilst an arrow head compatible picket fence at the front boundary encloses a small front garden containing compatible planting.

External Integrity

Integrity – High. Condition - Good.

Context

The house is an isolated example of an early basalt cottage, which is surrounded by later development.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Lafferty, Miss Ryan, William Lafferty

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to repaint trim and fence in original or typical colours.


References

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

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

1. Williamstown Rate Books 1864 (1635f, 1629), 1865 (1510), 1870-71 (1618), 1875 (2256)
2. Williamstown Rate Books 1878 (2639)
3. Williamstown Rate Books 1890-91 (3644)

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Heritage Place Name	House
Address	7 Alfred Place, Williamstown
Heritage Overlay No.	HO40
Heritage Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Victorian cottage	
Significant Dates	
c.1865	
Designer	
Unknown	
Builder	Unknown
Unknown	
Statement of Significance	
What is Significant?	The house, constructed c.1865, at 7 Alfred Place, Williamstown.
How is it Significant?	The house at 7 Alfred Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as a now rare surviving example of a pre-1870 house, which is associated with the important phase of development of Williamstown as a port during the mid-to-late nineteenth century. It is also notable for its associations with persons connected to the maritime industries in Williamstown over a long period. (AHC criteria A4 and G1)</p> <p>Aesthetically, it is significant as a relatively intact example of an early timber cottage with a relatively unchanged basic layout, which retains some original and rare detailing. (AHC criteria E1 and F1)</p>

History

The exact date of this house is somewhat unclear, however, Williamstown Rate Records suggest that it was constructed prior c.1865 for Charles Herman, who was described as a 'Customs Boatman'. Prior to about 1880, Alfred Street was not listed separately in the Rate Books, but was listed under Ferguson Street with the cryptic notation of "off". This house described in the 1866-67 Rate Books as '4 rooms and wood' with a Net Annual Value of £15 is one of a number of similarly described houses in Alfred Place at that time. By 1888-89 it was owned by M McNeil who leased it to a 'waterman', Augustus Fitter. Mr Fitter later became the owner of the property.

Description

The house at 7 Alfred Place, Williamstown is a single-storey, double-fronted (built symmetrical, but now asymmetrical due to a later verandah infill) timber cottage with a hipped corrugated galvanised steel roof. It is sited close to the frontage. Significant original elements include:

- 6 pane sash windows.
- Simple timber post verandah across façade, with convex profile corrugated galvanised steel roof. The verandah floor has been replaced with a concrete slab possibly around the same time as the weatherboard infill was built.
- Beaded edge weatherboards.
- Stone chimney on south side.

External Integrity and condition

Integrity - Moderate. Condition - Fair

Context

An isolated early timber cottage surrounded by later residential development.

Comparative Analysis

This house is one of a small number of surviving relatively intact early (pre-1870) timber cottages, particularly within the Private Survey. Comparative examples include 43 Aitken Street (pre 1857), 25 Cecil Street (pre 1857), 11 and 12 Cox's Gardens (c.1858), 22 Electra Street (c.1858), 64 Electra Street (pre 1858), 3 Macquarie Street (pre 1857), 19 Mariner Street (c.1865) and 28 Parker Street (c.1856).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Charles Herman, Augustus Fitter

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 restore the verandah to its original appearance.

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 1866-67 (1125-31), 1873-74 (1260-66), 1871-72 (1208-1214), 1888-89 (1990), 1892-93 (2424), 1896 (2367)

Sands and Kenny *Melbourne Directory* 1860-70

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Heritage Place Name	Stone Pitched Road or Paved Yard
Address	Altona Road, Altona
Heritage Overlay No.	HO41
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Basalt pitched roadway	
Significant Dates	
c.1870	
Designer	
Unknown	
Builder	Unknown
Unknown	
Statement of Significance	
<p>What is Significant?</p> <p>The stone pitched road or paved yard and land within nominally 5m of its perimeter, constructed c.1870, adjacent to Altona Road, Altona.</p> <p>How is it Significant?</p> <p>The stone pitched road or paved yard is of local historic and technical significance to the City of Hobsons Bay.</p> <p>Why is it Significant?</p> <p>Historically, it is significant as one of the few sites that have associations with the early settlement of the Altona area as a recognisably early part of the former main access road to the Altona homestead. It illustrates the early pattern of settlement in this area. (AHC criteria A4 and H1)</p> <p>Technically, it is significant as an early road or yard paving which is constructed from bluestone typically quarried in the region but laid in a form which is unusual in the City. (AHC criterion B2, E1 and F1)</p>	

History

Contextual History

.. early track developed along routes used by pastoralists and farmers to get to markets and many of these tracks prefigured the major roads that cross the study area today. From the 1840s at least stepping stones on the lower reaches of Kororoit Creek connected the track to Point Gellibrand to the pastoral stations on the bay at Altona. It is possible that stones placed naturally in the creek bed here were added to create a crossing at about the same point as the current ford across the creek in Racecourse Road. There is still evidence nearby of a very old road base, that possibly dates from the 1870s when part of this road was constructed. The stepping stones were a component of the route called Skeleton Creek Road, but now called Kororoit Creek Road, which connected Williamstown, across Altona, to properties at the Skeleton Creek in the 1850s. The road was rerouted further north in the 1860s, to provide more direct access to North Williamstown Station and the wharves and a new bridge crossing Kororoit Creek was installed in 187. (Barnard, 1999)

History of Place

The origins of this road are somewhat unclear, however, it was possibly built as part of an access road to early settlers houses in the Altona area. One account has the 'road' being reputedly built c.1870 by convicts for access to Alfred Langhorne's Laverton homestead, but it is more likely to have been linked with Robert Wrede's (later Cherry's) Altona pre-emptive right which was entered from the east near the end of today's Civic Parade. It is also the site of a dray track marked on an 1860s plan of the area. Another early settler, William Cherry, is said to have driven his stock along this road, over the Kororoit Creek ford and on to an abattoirs located on part of the former Williamstown Rifle Range reserve facing what is now Kororoit Creek Road.

It is known that two pastoral licensees in the Hobsons Bay area were Robert Wrede, who held a license for 'Truganina and Altona' from 1842 onwards and Alfred Langhorne, who had the Truganina or Laverton station from 1836 onwards. Wrede's house is said to have been near the beach end of Millers Road. It is certainly marked on early maps, close to the beach in this area. (Barnard 1999)

William Cherry purchased Wrede's Altona homestead and property in 1861 after Wrede's death in 1857. (Priestley 1988:46) William Cherry was noted as a horse breeder among his other farming activities, having provided horses for the British Army in India. Cherry is said to have driven his stock from his pre-emptive right (which was entered near what is now the east end of Civic Parade) then north along what is Altona Road where this site is located across the 'stepping stones' (ford) in the Kororoit Creek and on to the abattoirs which were once on part of the Williamstown Rifle Range Reserve facing what is now Kororoit Creek Road.

Alternatively, the road is possibly connected with the stables and house built in the area by Phillip Dowling in 1874. In 1874-76 Mr Dowling, who was a racehorse trainer, leased part of the land reserved for the Williamstown Racecourse and built a house and stables reputedly on the 'hill' near or at where 'The Pines' Scout Camp (opposite this site) is now. The well-known horse trainer, CB Fisher, took his place in 1877-81, followed by James Redfearn to 1889. (Priestley 1988:76)

The above accounts are supported by early plans, which appear to show a road in this location. A plan of 1863 shows the Kororoit Creek Road crossing a landscape, which was 'low land, rich sandy loam' and had been subdivided by the Crown and sold off in lots of 14-37 acres to persons such as Cherry and Pearson. A road (Altona Road) is shown heading south between a block selected by Pearson and Deagan (?). A ford is marked on the plan at the Kororoit Creek crossing. Another plan dating from the 1860s shows the 120 acre Williamstown Race Course reserve, bounded by the creek, surveyed roads and the Bay. Where Altona Road intersected the creek a 'crossing' was shown, with a road branching west from just below that point. Altona Road then ended on Cherry's pre-emptive Section, a probable drive to his homestead (typically pre-emptive rights were created around improvements made by squatters). At its end was a short section of road reserve turning due west on the line of today's Civic Parade. The racecourse reserve itself, on the east side of the road, ended where the stone pitched road ends, at the turn into the RA Burns Reserve. Another plan from the late 1860s showed a 'Dray Track' on the line of Altona Rd, south of today's 'The Pines' scout camp, perhaps explaining the stone pitched surface near there. (RS 245)

Another possible reference to this road was made in 1868 when Wyndham Shire complained 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. (RS 245)

A later plan from the 1890s shows the creek, the race course and an 'iron fence' which bounded the west side of the course (corrugated iron). What appears to be a stone kerb is shown on the west side of a road reserve (Altona Road) heading south. The road is shown at 150 links wide. (RS 245)

Description

On the west side of Altona Road opposite the Pines Scout Camp entrance, is an approximately 100m long section of what appears to be bluestone (basalt) pitched roadway or paved area with a dressed kerb on its eastern side.

The localised nature of the paving suggests another use other than for a road, as does the lack of built-in drainage.

External Integrity and condition

Integrity - Moderate. Condition - Fair

Context

The stone paving is located in an open landscape at the side of an asphalt paved road and next to the railway reserve, outside of The Pines entrance. It is contributory to the Altona & Laverton Foreshore Precinct.

Comparative Analysis

This stone pitched road or paved yard compares with the surviving early roads, which are mostly situated around Williamstown, and include pitched stone laneways, and the use of bluestone for drainage and kerbing.

Thematic Context

Principal Australian Historical Theme(s)

Moving Goods and People by Road

Associations

Robert Wrede?, William Cherry?, Werribee Shire

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:

- To carry out an archaeological survey and investigation to determine the extent and survival of other historic fabric.
- To further research the place using oral and documentary sources and reassess, then provide interpretive public information at the site.

References

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

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

Vines, Gary (1989) Western Region Industrial Heritage Study (Site 149)

Special Lands Parish of Cut Paw Paw 1863

Land Victoria reserve file RS 245 contains many early plans, letters, etc.

Heritage Place Name	'The Pines' Scout Camp
Address	Altona Road, Altona
Heritage Overlay No.	HO42
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Cultural landscape

Significant Dates

1865-1970

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Pines Scout Camp, comprising the entrance gates and archway erected in 1964, Aleppo and Stone Pines and other mature trees and associated land comprising the original crown reserve at Altona Road, Altona.

How is it Significant?

The Pines Scout Camp is of local historic, aesthetic and scientific (horticultural) significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its strong associations with the development of recreational facilities in the municipality and in particular with the local scouting movement. It demonstrates the increasing popularity of the scouting movement in the postwar era, which reached its zenith in the 1960s. It also has associations with the former Williamstown Racecourse and the horse trainers, Philip Dowling and CB Fisher, which are demonstrated by the remnant early Aleppo and Stone Pines along the perimeter of the site. (AHC criteria A4, G1 and H1)

Aesthetically, it is significant as a unique cultural landscape, which is notable for distinctive and quirky entrance gates and archway and the mature trees throughout the site. (AHC criteria B2, E1 and F1)

Scientifically, it is significant for the relative rarity of mature Aleppo and Stone pines, both as a group and individually. (AHC criterion B2)

History

Contextual History

Early recreational facilities in nineteenth century Victoria often focused on the reservation of suitable spaces where sporting and passive recreational pursuits could be enjoyed. In the study area, to a certain extent recreational facilities were directed by the close presence of wealthy pastoralists, such as the Chirnsides with their interest in horse breeding, racing and coursing and by Hobsons Bay, a perfect site for establishing yachting and boating facilities. (Barnard 1999)

History of Place

What is now 'The Pines' has a long history as a place of public recreation and was originally part of land sought by Williamstown Council in August 1857 as a place 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' to be controlled by Williamstown Council.

In 1874-76 a racehorse trainer, Phillip Dowling, leased part of this reserve and built a house and stables reputedly on the 'hill' near or at where 'The Pines' is now. The well known horse trainer, CB Fisher, took his place in 1877-81, followed by James Redfearn to 1889. (Priestley 1988:76) It is believed that Fisher's occupation of the site may account for the groups of Aleppo and Stone pines which follow the track into the camp and are located around the perimeter (Priestley 1988:76) as CB Fisher's former Maribyrnong Park property (That was also connected with horse racing and training) also has a large grove of Aleppo and Stone pines, which served as shelter for the horses. The Maribyrnong Park property, which was developed into a landscape show piece by the late 1880s, is now part of Commonwealth owned land off Cordite Road, Maribyrnong.

An aerial view of Williamstown Race Course in late 1945 shows a double avenue of trees around the perimeter of the triangle but nothing inside. What appears to be a small complex of buildings facing onto Altona Road to the north of the present day site of 'The Pines' may have been associated with the Fisher/Dowling stables complex. 'The Pines' may have been a sheltered holding paddock for any horses kept there.

Some of the first references to the use of 'The Pines' as a scout camp were made in the 1930s when a controversy erupted in the Werribee Shire over the use of the whole reserve. It was supposed to serve as a recreation reserve but actually served solely as a racecourse; a growing population and numerous sporting clubs needed recreation space. A plan of the reserve at that time showed a 'Plantation' where 'The Pines' is today. A newspaper article in September 1934 underscored this Altona indignation. The racing club was in the process of using another 50 feet of the reserve for 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', which was then described by a Crown Lands Inspector as 'uncared for' with stock wandering in and out of broken fences. The Pines was shown as dots (trees) around the perimeter in a 1933 army topographical plan next to the racecourse. (Priestley 1988:142)

Informal scout activities at 'The Pines' were apparently established by 1943 when Cliff Gibson attended a Scout Camp for the Williamstown pack here. This coincides with the formation of the first scout troop in Altona in 1949, and the erection of Altona Scout Hall opened in 1953 (Priestley 1988:219) Other scout groups in the region used the camp including the 1st Footscray Troop, which was formed in 1909, and the Yarraville Troop, formed the following year. The famous scouting figure, Hoadley, was involved in the leadership of the local troops as well as the State scouting movement. (Lack 204)

The iron gates at 'The Pines' were presented in 1964 by Ern Richards, President of the Pines Development Committee 1964-67 for the official opening of the Footscray, Altona and Werribee District Scout Camp on 29 August 1964. Ralph Schutt was the district commissioner 1947-69. The 20

August 1964 edition of the local newspaper, *The Altona Banner*, reported that the Shire president (Cr AE Davis) would plant a tree on this occasion. They stated that the camp was 20 acres of the old Williamstown racecourse reserve which had been fenced and levelled for use by the scouts. Each group had been allocated land to plant trees and tend them until they reached maturity.

Until this time it seems that the scouts had enjoyed informal occupation of the site. The official leasing of this site by the scouts was to wait until 1966 when what was then part of the Altona Sports Park (then leased from the State Government by the Altona municipality) called 'The Pines' was sublet by Altona City Council to the Boy Scouts Association for 21 years at \$10 per annum. Three years later the Council sought to use part of this area as a tip site, stating they had the approval of the Scouts

Description

A 1960s wrought iron gateway marks the entry to the site. The gates include two central columns supporting an archway above the road and two simple gates. The arch is adorned by the name of the camp, with the word "Pines" centrally located in cursive script flanked by "SCOUT CAMP" in lower capitals in a faded green. The two central columns are flanked by lower columns connected by angled fences. Each column is surmounted by the scouting emblem in metal relief. What is presumably the original colour scheme survives: A soft yellow to the word "Pines", the two innermost column emblems, and the two outer columns, and a soft green for the other elements, with the exception of the gates and fence which are painted white.

The gates lead to a winding gravelled road lined by painted rocks introduced by the scouts and groups of Aleppo and Stone pines ('*Pinus halepensis*' and '*Pinus pinea*'), which also occur on all boundaries of the site, having probably once formed a triangle. There are also Eucalypts and Monterey cypress which may have been introduced around or after World War 2.

Plaques on the site include:

- Gates presented by Ern Richards, President of the Pines Development Committee 1964-67
- Footscray Altona Werribee District Scout Camp official opening 29 August 1964 - Ralph Schutt district commissioner 1947-69

External Integrity and condition

Integrity – Gates – High. *Condition* – Fair to Good

Context

'The Pines' forms part of a wider cultural landscape that includes, to the north, the former Williamstown Racecourse site: where 'a lone date palm, rising out of the flat landscape, and some ruins of the grandstand are reminders of its nineteenth century grandeur' (Barnard 1999)

West of the entrance is a section of what appears to be stone pitched roadway with a dressed kerb on its eastern side, which may be associated with the use of the site during the nineteenth century by Dowling and Fisher.

Comparative Analysis

This is the only Scout Camp within the municipality. The Aleppo and stone pines are rare in the Western Region and this grouping is comparable in terms of the number and maturity of the trees with the pinetum at the Williamstown Botanic Gardens and the Fearon Reserve (q.v.)

Outside the municipality, there are similar groups of trees at the former CB Fisher Maribyrnong Park property (also connected with horse racing) which is now part of Commonwealth owned land off Cordite Road.

Thematic Context

Principal Australian Historical Theme(s)

Forming associations, Organising recreation

Associations

CB Fisher, Williamstown Council, Altona Council, Altona, Footscray, Williamstown, Werribee,

Yarraville scout troops

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:

- Conduct a detailed survey of the significant trees on the site.
- Conduct an archaeological survey and investigation to determine the extent and survival of other historic fabric.
- Further research the place using oral and documentary sources and reassess, then provide interpretive public information at the site.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History 2006*

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

Priestley, Susan (1988) *Altona. A Long View* pp.142 (map), 219, 225

Lack, John (1991) *A History of Footscray* p.204, 261 (re Footscray scouting)

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


The Altona Banner 20 August 1964

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

Additional Images

The cover image shows the entrance gates and archway erected in 1964. The image below shows the Aleppo and Stone pines along the Altona Road frontage.



Heritage Place Name	Former Williamstown Morgue (Ports & Harbours Store)
Address	Ann Street, Williamstown
Heritage Overlay No.	Not applicable
	Refer to Port of Melbourne Planning Scheme
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local & State (VHR H1512)	
Style & Type	
Georgian morgue	
Significant Dates	
1859, 1874	
Designer	
James Balmain	
Builder	HR Thomas & HR Hunt
Statement of Significance	
What is Significant?	The former Williamstown Morgue, designed by James Balmain and originally constructed by HR Thomas and HR Hunt in 1859 and reconstructed on its present site c.1874, at Ann Street, Williamstown.
How is it Significant?	The former Williamstown Morgue is of local historic, social and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it was Williamstown's only morgue and second oldest public building and is believed to be the earliest surviving morgue in the metropolitan area. (AHC criteria A4 and B2)</p> <p>Aesthetically, it is a simple, early and near original public building, one of the few in the metropolitan area, which uses a relatively uncommon construction material (stone) and illustrates its use and the special requirements of the town by elements of the design and siting near the original shoreline. (AHC criteria E1 and F1)</p> <p><i>Note: The Williamstown Morgue is also of State significance and is included on the Victorian Heritage Register as VHR H1512.</i></p>

History

Reputedly after Robert Deane's death at sea in November 1857, the *Melbourne Examiner* noted the lack of a morgue at the port in its report of the inquest. Inquests and the dead were held at hotels and it was apparently the Deputy Coroner, Dr. Wilkins, as both the inquester and a Williamstown hotel owner, who led the demands for establishing a morgue.

The government initially refused this request in 1858 but in May 1859 Williamstown Council accepted the tender of contractor HR Thomas who with the assistance of HR Hunt completed this bluestone structure by July of that year on its first site, at the water's edge, in the present Customs House Reserve. The design is attributed to the chief architect of the Public Works Department, James Balmain, although it is possible that local architect (and Williamstown Council surveyor), William Bull, may also have been involved. Reputedly convict labour cut the stone from Point Gellibrand, Geelong Roche lime was used to bind the mortar and slates were placed on the roof.

Reputedly patent slip lessee, Robert Wright among others, requested the morgue's removal from its overly prominent location at the ferry boat pier but it was the Public Works Department who sought and gained official approval from Williamstown Council in November 1873 to move the morgue from their new Customs House site to its present location within their Ports and Harbours Division yards (1).

Confirming this account, Windsor's survey of July 1858 shows a morgue sited south of the old pier at the water line. A building is also shown here by Cox's 1864-66 survey (2). The c.1894 MMBW Record Plan No. 15 shows the morgue on its present site in Ann Street and it was then at the waterline but subsequent reclamation has altered this.

Description

The former Williamstown Morgue is a rectangular-plan coursed basalt rubble, corrugated iron clad and hipped roof building, with a key stoned arch entrance and quarry faced voussoirs and quoins. One elevation only is visible from Ann Street; other diverse structures having been adjoined to the other sides, covering other openings (3).

The internal bluestone walls have been white washed but all paneled doors, hasp, staples, hinges and timber roof framework are original. The original use of this building is reflected in the location of window openings, as they are set high above ground level, thus concealing the processes of the morgue from the external public. Its siting also reflects its original use as it is in close proximity to the port.

Rainwater plumbing has changed; the entry door and top light appear to have been replaced; the slate roof replaced with iron; incompatible structures have been joined to it (formerly free standing in both locations); and openings closed in.

External Integrity and condition

Integrity – Moderate. Condition - Fair

Context

Refer above.

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies

Associations

Victorian Colonial Government, Dr. Wilkins, Williamstown Council, William Bull

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H1512
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

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

It would also be desirable to restore openings, roofing and guttering; remove non-significant adjoining buildings and repaint trim as original. (Refer to Rider photograph held by the Williamstown Historical Society). (3)

References

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

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

Heritage Victoria File No. 603338

1 Evans, Wilson P (1969) *Port of Many Prows* pp. 9, 66 & 152; Melbourne Metropolitan Board of Works Record Plan 15; Williamstown Council Minutes 18 November 1873 (PRO)

2 Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858; Williamstown Plan Surveyed by Commander H.L. Cox (RN) 1864-66 (Central Plans Office)

3 Rider, photograph c1876 (Williamstown Historical Society).

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Heritage Place Name	Telegraph Hotel (Former)
Address	17 Ann Street, Williamstown
Heritage Overlay No.	HO43
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Hotel

Significant Dates

1862

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Telegraph Hotel (Former), constructed in 1862, at 17 Ann Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically and socially, it is significant as an early hotel and is representative of the development associated with the Port of Williamstown during its most prosperous period in the mid to late nineteenth century. It demonstrates how hotels were established in proximity to the commercially important waterfront and is also of interest for its associations with William Knight. (AHC criteria A4 and G1)

Aesthetically, it is significant as a traditional early hotel in both form and siting, which has been altered in detail only and occupies a prominent corner site near the Williamstown waterfront. (AHC criterion E1)

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

History

Contextual History

Barnard (1999) notes that:

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

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

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

History of Place

The original eleven room, timber Telegraph Hotel was built as a shop and dwelling in 1858 (1). At that date it was owned and operated by William Ford Knight, who had the hotel rebuilt in stone and to thirteen rooms in 1862 after it had been destroyed by fire in 1861 (2).

William Knight continued his association with the hotel until about 1885 (3) when it was taken over by Charles Hunt and his wife, Margaret, who remained there until at least 1910 (4). It was also used as the Red Lion boarding house.

William Knight occupied the mayoral chair for two terms, in 1878-79 and after he had sold the hotel in 1886-87 (5); he died in 1913, aged 95. Among the events which took place at the hotel during his tenure was in 1873 when the Excelsior and Industry Lodges of Ancient and Accepted Freemasons celebrated their amalgamation (6).

Description

The Telegraph Hotel (Former) is a two and one storeyed stuccoed (over stone) building with slated and iron hipped roof forms, which are placed on a three-bay, splay-cornered, L-shape plan. The corner bay possesses symmetrically placed fenestration to the north facade and a single upper window to the Aitken Street elevation; the splay between possessing a lower doorway and a blind upper window. A string mould divides the storeys of this and the lower two-storey bay to the south; the southern most bay being one storey with a roof gable end, transverse to the street.

New compatible window joinery has replaced the presumed six-pane double-hung sashes and the corner entrance appears to have been widened and a new non-compatible domestic type doorway installed. A large atypical but 'period' flavoured sign has been painted on the west elevation; the paint scheme is compatible.

External Integrity and condition

Integrity – Moderate. Condition - Good

Context

The Telegraph is one of a number of early corner hotels situated throughout the Government Survey precinct.

Comparative Analysis

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

- Steam Packet Hotel, 11-13 Cole Street – 1862-63
- Stags Head Hotel, 39 Cecil Street – 1887
- Prince of Wales Hotel (Former), 1 Nelson Place – 1857
- Orient Hotel (Former), 55 Nelson Place – c.1870
- Napier Hotel (Former), 50 Stevedore Street - 1858
- Alfred Hotel (Former), 92 Stevedore Street – 1859-60

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging People

Associations

William Ford Knight, Charles & Margaret Hunt

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 restore the entrance doorway to original or typical and repaint as original.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History 2006*

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

1 Williamstown Rate Books 1857 (40), 1858-59 (37); Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5 July 1858

2 Williamstown Rate Books 1862-63 (35), 1860-61 (39); Evans, Wilson P (1969) *Port of Many Prows* p.70

3 Williamstown Rate Books 1886-87 (802)

4 Sands and Kenny (later McDougall) *Melbourne Directory* 1910

5 Evans, Wilson P (1969) *Port of Many Prows* p.180.

6 *ibid*, p.70.

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Heritage Place Number	Williamstown City Council Electricity Supply Department (Former)
Address	6 Bath Place, Williamstown
Heritage Overlay No.	HO27
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Interwar industrial

Significant Dates

1929, 1960, 1965

Designer

Morsby & Coates (1929)

Bryan Glynn (1960)

Builder

Unknown



Statement of Significance

What is Significant?

The former Williamstown City Council Electricity Supply Department complex, designed by Morsby & Coates and constructed in 1929 with later additions, at 6 Bath Place, Williamstown.

How is it Significant?

The former Williamstown City Council Electricity Supply Department complex at 6 Bath Place, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the complex as a whole is significant for its strong associations with the City of Williamstown Electricity Supply department as perhaps the only remaining buildings in the municipality associated with this business. Williamstown was one of a small number of inner suburban councils to provide electricity supply and this complex illustrates the financial success of the business that had significant long-term benefits for the city, which included paying in full for the construction of the new town hall extension in 1926-27. (AHC criteria A4, B2 and G1)

Aesthetically, although basic in form and layout, the 1929 building is significant as a near original example of an Interwar industrial building, which expresses its former role by the integral signage on its front elevation. It therefore contributes to the precinct of municipal buildings and is also related to the Interwar commercial development in Ferguson Street. Finally, it is of interest as an example of the work of architects, Morsby & Coates, who designed a number of buildings for the City of

Williamstown, including the nearby town hall during the Interwar period. (AHC criteria E1 and F1)

Note - this building was demolished in 2005.

History

Contextual History

Barnard (1999) notes that:

Extending the relationship between Newport and the Victorian Railways, the Newport A Power Station was built at the mouth of the Yarra at Newport between 1913 and 1918. It was constructed to supply energy for the electrification of the suburban rail system, but also supplied bulk electricity to the Melbourne City Council and Melbourne Electric Supply Company until the SEC commenced output in 1924.

History of Place

The Williamstown City Council Electricity Supply Department building was designed for the Council by architects Frederick Morsby and HF Coates and constructed in 1929. As originally constructed, the Electric Supply Department building appears to have been L-shaped in plan with a principal wing onto Bath Place and a smaller second wing extending east to Wellington Parade. It appears to have accommodated offices and workshops for staff of the department.

Since its construction in 1929, the building has been extended in two major phases:

- In 1960, a single-storey extension was constructed to the north-east of the main building. This extension faced north onto a fenced yard containing several sheds and a timber drying area. This extension was supervised by local architect Bryan Glynn.
- Five years later, in 1965, the rear wing of the original building was remodelled internally and a second storey added. The architect for this work is not known.

William Elsum in *The History of Williamstown* explains how the Williamstown City Council established its own electric supply in 1916. The first consumer was connected in July 1917 and by 1934 a total of 5,600 residents and businesses had been connected. The establishment of the supply coincided with the opening of the Newport A Power Station and it is presumed that the Council obtained bulk electricity supply from this source.

The expansion of the electricity supply business through the 1920s apparently resulted in the need for additional accommodation for staff, which led to the construction of the first stage of the complex on this site just a short distance east of the new Williamstown Municipal Offices and Town Hall complex. The electricity supply business in fact proved so financially successful that it paid for the cost of the 1926-27 hall addition in full.¹

The architect Frederick Morsby was known to the Council, having previously been a partner in the firm of Gibbs, Finlay & Morsby (known until 1922 as Gibbs and Finlay), which had been engaged to oversee the construction of the Williamstown Municipal Offices and Town Hall complex to an amended design by the original competition winners, architects Bennett and Plottel. The design competition was held in 1914, but work on the first stage of the new complex did not commence until 1919. In 1926 Gibbs, Finlay & Morsby prepared drawings for the town hall at the rear of the municipal offices and construction was completed the following year.

Other buildings designed by Morsby or his firm within the city include the Williamstown Cricket Ground Grandstand (1930), Newport Mechanics Institute (1934), "Jackson Court" apartments (1938 - Cnr. Nelson Place and Ferguson Street), and the Williamstown Croquet Club Pavilion (1927) in Victoria Street.

This building is one of only two identified in the municipality that were directly associated with the Electricity Supply Department; the other is a former substation building in Stevedore Street. There was another earlier building on this site that was identified by the *Western Region Industrial Heritage*

¹ Bick, David (2002) *Williamstown Town Hall Conservation Management Plan* p.14

Study in 1989. This building was possibly constructed as part of the establishment of the electricity supply in 1916, however, it was demolished some years ago.

Description

Allom Lovell & Associates (2000) provide the following description of former Williamstown City Council Electricity Supply Department complex:

Bath Street Wing (1929)

The original section of the building dates from 1929 and faces Bath Place. Constructed of unpainted red brick, the principal west elevation features a heavy stepped parapet element of unpainted grey render, which contains the words 'Williamstown City Council Electric Supply Department' in the render. The row of three vehicle door openings beneath the sign appears to be original. The southernmost bay of this elevation contains a door and single window, and appears possibly to be a later addition. Side walls to this wing are of red face brick with the alignment of the parapet reflecting the form of the sawtooth roof behind. The roof to this wing is supported by timber trusses on steel beams and is clad in corrugated Zincalume.

Internally, the southern end of this wing comprises a series of timber partitioned offices. In general, the layout and fabric of these rooms appears to date either from the construction of the building in 1929 or to be an early alteration. This area features an early vertical boarded dado treatment throughout. North of the offices, the building has exposed brick walls and a concrete floor and consists of two large open workshop areas, one of which has been modified through the construction of new walls enclosing the driveway through the building.

The condition of this wing of the building is generally poor, with extensive cracking and water penetration throughout.

South-East Wing (1929/1965)

As noted above, the ground floor section of this utilitarian two-storey rear wing appears to date from 1929, but to have been extensively remodelled and extended in 1965 when the following works were undertaken:

- The existing brickwork to the external walls of the original rear wing was built up and a new asbestos clad sawtooth roof constructed. The walls are of face red brick with a plain parapet and render capping.
- Various door and window openings were altered and new ones created including a driveway access, which extended through the entire building, from Bath Place through to Wellington Parade.
- Also on the ground floor a series of amenities rooms were constructed and a new stair introduced, while on the first floor meter testing and storage rooms and a drawing office were constructed.

Externally, the buildings appear to be generally intact as remodelled in 1965, apart from the bricking up of two 1965 windows at ground floor level on the south elevation.

Internally, floors are concrete on the ground floor and timber at first floor level. On both levels the plan form of the building appears to be generally intact to the 1965 works. The ground floor accommodates the driveway and a series of staff rooms and toilets, while on the first floor are offices which originally accommodated the meter testing and storage rooms and a drawing office. Partition walls are generally lined with masonite.

North-East Wing (1960)

This wing is generally intact as constructed in 1960. Constructed of red brick, the building has a hipped roof clad with corrugated asbestos cement sheet. The principal east elevation to Wellington Parade has a plain brick parapet with a render capping and is dominated by three steel-framed multi-paned windows, while the north elevation has a continuous row of highlight windows and a large double door providing access onto the fenced yard to the north. Internally, the building comprises a single open space with a partitioned office in the south-east corner. The original mezzanine floor has been removed from the west end of the space.

External Integrity and condition

Integrity - High. Condition - Fair (Varies)

Context

Forms part of a precinct of Interwar buildings in this area and is related by its function and style to the Williamstown Town Hall complex.

Comparative Analysis

The building is one of a small number of brick Interwar industrial buildings in the municipality and may also be compared to the other municipal buildings designed by Morsby and Coates including the nearby Town Hall and the Newport Mechanics' Institute.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Development Local, Regional +National Economies; Power & Fuel

Associations

Williamstown City Council, Morsby & Coates

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

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- MMBW Record Plan No. 15 (c.1894)
- Allom Lovell & Associates (2000) *Former Williamstown City Council Electric Supply Department Building. Preliminary Assessment of Significance and Comment on Proposed Demolition* (2 reports)
- Bick, David (2002) *Williamstown Town Hall Conservation Management Plan*
- Elsum, WH (1934) *The History of Williamstown* pp.82-84
- Vines, Gary (1989) *Western Region Industrial Heritage Study*

Heritage Place Name	Point Gellibrand Lighthouse (Former) – The Timeball Tower'
Address	6-18 Battery Road, Williamstown
Heritage Overlay No.	HO44
Heritage Precinct(s)	Point Gellibrand Heritage Precinct

Significance

Local & State
(VHR H1649)

Style & Type

Signal or semaphore
station

Significant Dates

1849

Designer

Henry Ginn

Builder

James Linacre



Statement of Significance

What is Significant?

The former Point Gellibrand Lighthouse also known as the Timeball Tower, designed by Henry Ginn and constructed in 1849 by James Linacre at 6-18 Battery Road, Williamstown.

How is it Significant?

The former Point Gellibrand Lighthouse or Timeball Tower is of local historic and aesthetic significance to the City of Hobsons Bay. It is also of historical, scientific and technical importance to the State of Victoria.

Why is it Significant?

Historically, it is significant as the earliest lighthouse at Port Phillip Bay; the second constructed under the New South Wales Colonial Government in the Port Phillip area and it also occupies the approximate site of Victoria's first 'lighthouse'. The earliest surviving public building in Williamstown, if not Melbourne, it is a local landmark, which is evocative of Williamstown's special role as Melbourne's first port. (AHC criteria A4 and G1)

Aesthetically, it is significant as an unusual early lighthouse design, which is notable for its unique square plan and castellations (not used elsewhere) and as one of the few constructed of basalt. (AHC criteria B2, E1 and F1)

Note: The former Port Gellibrand Lighthouse is also of State significance and is included on

History

Contextual History

Captain William Hobson reported to Governor Bourke, in 1836, that Point Gellibrand possessed the best harbour in Port Phillip but remained devoid of a fresh water supply. He recommended that a lighthouse be placed at Point Nepean and two beacons inland. By 1839 La Trobe had arranged for Richard Dawson of Sydney to provide a brass lamp, the erection of a thirty feet high timber frame at Gellibrand's Point, and a good supply of sperm oil. Barrel buoys were moored nearby to mark the channel and mariners were advised that the light would shine after sunset from August 1840. It was the first permanent navigational tower light at Port Phillip.

History of Place

Drawings for a lighthouse at Gellibrand's Point, prepared under Colonial Architect, Henry Ginn, were realised in 1849 by the construction of a castellated basalt masonry tower of five internal levels, and as many ladders, by James Linacre (1). Tenders were called in late 1848 for completion by mid 1849 when La Trobe inspected the light, finding fault with the relocated lamp from the old wooden tower nearby (A Ackerly: cites the *Argus* 18 June 1849 and Port Phillip accounts PRO).

A stone electric telegraph station was built in Morris Street (now Kanowna Street) in 1855 when RJ Ellery, government astronomer, was also appointed Williamstown telegraph 'Station Master'. He manually raised and lowered a time ball on a flagstaff to establish local mean time amongst ships anchored in the bay. This apparatus was relocated on the now disused lighthouse as one of three time balls controlled by telegraph signal at Port Phillip (2). Keepers' quarters were built at the lighthouse in 1851 (4).

A domed light compartment once rose above the battlements; this being replaced in 1860 by a copper ball on an iron staff (time ball) which was dropped on the staff at common time to those placed at the top of the Geelong and Melbourne electric telegraph stations. The last ball dropped at the tower in 1926 (3). To return the tower to an effective lighthouse function a round brick 30 feet extension was placed atop it c.1934 enabling the light to be visible from 20 miles distant out to sea and distinguishable from Melbourne's city lights; this extension was removed in the 1980s, when the timeball apparatus was also reconstructed.

It is the second oldest surviving lighthouse in the State, after Cape Otway, which was constructed in 1846-48.

Description

The former Point Gellibrand Lighthouse is a tapered, square-plan quarry faced basalt masonry tower with dividing string moulds and four rectangular windows on each face, aligned vertically. It is distinguished from other similar buildings by its square plan and primitive ladder access.

Between 1987 and 1989 the building was returned to a form expressing the time ball function of c1855 by removing the added brick tower, restoring the crenellations of the stone tower and recreating the time ball.

External Integrity and condition

Integrity - Moderate. *Condition* - Good.

Context

The lighthouse is the only surviving part of an historic complex which once included the observatory, pilots quarters, the telegraph office, railway terminus and pier and the flagstaff. The nearby Alfred Graving Dock lends a period and functional context.

Thematic Context

Principal Australian Historical Theme(s)

Establishing lines and networks of communication, Developing electronic means of communication

Associations

Victorian Colonial Government, Henry Ginn

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H1649
Register of the National Estate:	Yes
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 Henry Ginn pattern book, *Lighthouse Gellibrand's (sic) Point*, Williamstown (PRO); HRV Vol. 4, pp.3-4, 27, 30-33, 191 and 194

2 *Blue Book* 1856, p.48; VYB 1973, p.230; Elsum, W.H. (1934) *The History of Williamstown* pp.136-37; M1858; (Cox, *Hobson's Bay and River Yarra Chart* 1864-66) Central Plans Office; Govt. Gazette 1854 pp.169, 230, 2213, 2297; Govt. Gazette 1857 pp.1780, 1800

3 Evans, Wilson P (1969). *Port of Many Prows*, p110 ff; Etching (LT-H18116, SLV); *ibid.*


4 *Early Melbourne Architecture 1840 to 1888*, p 172; Govt. Gazette 1851, p.109.

5 Photographs (Williamstown Historical Society), Ginn, loc. cit.

Other references:

Cliff Gibson (2001) pers. comm.

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Heritage Place Name	Quarryman's House and Trees
Address	75 Blackshaws Road, Newport
Heritage Overlay No.	Not applicable
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Victorian cottage + significant trees	
Significant Dates	
c.1886	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	
The quarryman's house, constructed c.1886, and trees at 75 Blackshaws Road, Newport.	
How is it Significant?	
The quarryman's house and trees at 75 Blackshaws Road, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it is significant as an early house in this area and for its associations with the important stone industry which thrived in this part of the City, which is demonstrated by the stone construction of the house. (AHC criteria A4 and D2)	
Aesthetically, it is significant for the relatively rare bluestone construction of the house. The setting of the house is enhanced by the mature trees, which are also significant as mature specimens and, in the case of the palm, as rare for a domestic garden in the city (AHC criteria B2 and E1)	

History

Contextual History

Barnard (1999) notes that:

The vast deposits of basalt that covered the plains to the west of Melbourne are the result of volcanic eruptions. From the earliest years of settlement this resource, better known as bluestone, was exploited by quarrying for use in constructing buildings and bridges and paving roads throughout Melbourne and as ballast for shipping. Quarrying took place at Williamstown, Spotswood, Newport, Yarraville, Altona, Brooklyn and Kingsville. In effect, quarrying was the City of Hobsons Bay's first heavy industry.convict labour was used to quarry bluestone at Gellibrand Point in the 1850s, for use in the construction of significant early government structures. Bluestone from the region was also utilised as ballast for the many ships which came to the colony loaded down with imports and needing something to fill their holds for the return journey to Britain.

A map of part of the Parish of Cut-Paw Paw dated 1844 also shows seven 'suburban' lots fronting what was then called 'Hobson's River' (we call it the Yarra) just north of the mouth of the Stony Creek (south of the line of Somerville Road). Two wharfs were already in existence here and it was in this location that Joseph Raleigh established a salting establishment There was no urban development on the site, but the existence of 'ironstone' and a little tramway marked on Hoddle's map, made it a site for quarrying. The tramway was used to haul horse-drawn carts of quarried bluestone to ballast craft loaded at piers at Spotswood and Newport.. These piers are shown on an 1864 map of the area. An 1859 geological survey of the area noted that the quarries here provided 'good building stone'. Ballast was also loaded at the Ann Street and Stevedore Street piers. By 1879 Williamstown had 200 resident quarrymen.

There were several quarries at Newport in the 1880s and 1890s. Thomas Hall had a quarry in Mason Street Newport in the 1880s. Perhaps this was the quarry on the present site of Newport Lakes, where, despite substantial landfill through tipping in the twentieth century (and subsequent landscaping), some of the quarry face can still be seen.

Quarrying was carried on in the study area until very recent times. Although most of Brooklyn's quarries were outside of the City of Hobsons Bay, there were still some Brooklyn quarries within the study area in the 1950s. The site of Altona Gate shopping centre was an operating quarry in the 1950s too.

Several historic structures and buildings within Hobsons Bay are built of local bluestone.

History of Place

The early history of this house is a little unclear. It was rated on lots 38-44 in 1886-87, owned and occupied by John Edwards, quarryman. However, it was described as four rooms and wood. But it was shown as masonry on the c.1894 MMBW record plan, set out in two bays with a verandah, fenced house yard and large adjoining fence area. Timber framed out-buildings were at the rear of the site. The house was one of two on that side of the street and just to the south were two quarry holes. The large Newport quarry was further south and a lesser hole was north on what is now Sutton Street. McKenzie & Holland's Interlocking Works were to the north adjacent to the railway. About that time the house was rated to Patrick Cunningham and described as 4 rooms and of stone. By 1900 his name was crossed out in favour of Albert King.

More recently Robert Cockerill, a labourer, had the house, leasing it from Pat O'Regan, gentleman of Footscray when it was on lot 41. It was described as of stone in the 1940s-50s but timber in the period 1900-1930s. Owners and occupiers included Miss C Hopkins, Mrs Nissen, and Robert Welsh.

Description

This is an altered hipped roof bluestone house (part rebuilt?) and a new bullnose verandah with the ends filled in with rubble stone. The façade is simple with a central door and flanking double hung windows. A related timber picket fence is at the front.

The garden contains a mature *Washingtonia filifera*, and two pepper trees at the rear.

External Condition

Good (partially disturbed, well preserved)

External Integrity

Moderate

Context

Set in generally later suburban housing.

Comparative Analysis

Late nineteenth century houses are comparatively rare in this part of Newport, and this is one of the few constructed in bluestone. This house compares with other quarrymen's houses at 13 Champion Road, and 15 and 17 Elizabeth Streets (q.v.), as well as other late nineteenth century houses in Newport at 481 Melbourne Road (1875), 85 Mason Street (1869), and 41 Speight Street (1888).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Edwards, Patrick Cunningham, Pat O'Regan

Recommendations

Statutory protection

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

Management objectives

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

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Williamstown Rate Books 1890-91 (2446), 1891-92 (2480), 1892-93 (2477), 1896 (2420)
Sands and Kenny *Melbourne Directory* 1880-1890
MMBW Record Plan No. 8 (c.1894)

Heritage Place Name	Altona Primary School No. 3923 Complex and Trees
Address	109 Blyth Street, Altona
Heritage Overlay No.	HO45
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Interwar Free Classical School

Significant Dates

1922-27

Designer

E Evan Smith

Builder

J Soutar



Statement of Significance

What is Significant?

The Altona Primary School No 3923 complex, comprising the surviving buildings associated with the original complex designed by the Public Works Department and constructed between 1922-27 and the associated mature trees, at 109 Blyth Street, Altona.

How is it Significant?

The Altona Primary School No 3923 complex is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, Altona Primary School No 3923 is significant as the first school to be built in Altona, which was one of the earliest public buildings. It is now one of a small number of surviving early public buildings in Altona, which symbolize the significant development of the area during the Interwar period as a consequence of the revival of the Altona Beach estate and the promotional activities of its financial supporters. It is also has associations with the Chief Architect of the PWD, E Evan Smith. An early example of his work, it includes perhaps the first use of design features that he would later develop and use on other school and public buildings throughout the State. (AHC criteria A4 and B2)

Socially, Altona Primary School No 3923 is significant for its strong connections with the Altona community as the main place of learning for young children over a period of nearly 80 years. (AHC criterion G1)

Aesthetically, the 1922-27 school complex is significant as an intact representative state school constructed to a design in the Interwar Free Classical style by the Chief Architect of the Public Works Department, E. Evan Smith. The setting is enhanced by the related mature trees. (AHC criteria E1 and F1)

History

CONTEXTUAL HISTORY

George L Owens, of a timber merchant family and later a Presbyterian minister, was the first to approach the State Government to provide a school in Altona; he wrote to the local member of parliament, AR Robertson MLA, in 1915, who duly forwarded the letter to the responsible Minister. A public meeting had been held at George Missen's house and an action committee formed to urge government action on essential services such as road, rail and a school. (Priestley 1988:136) Another meeting was held four months later and as one result a building which could be made suitable for a school was offered by Mr Lawrence and Mrs Ann Fleming; this was apparently a large shed in the back yard of their property in Blyth Street. It was also the venue for a Baptist Sunday School.

Local residents would aid in its preparation to allow for school use by October 1915. The Department responded with a lease of the building from 1 November 1915 for one year and classes began under Miss Christina Bavington. (Priestley 1988:137, VPRO) After two years the Flemings wanted the use of their building so the Department sought another site with accommodation for 50 students; they were informed that the trains would be running to Altona by the start of 1918 thus promoting more demand.

The revival of the Altona Estate Company early in the twentieth century and the planned sale of house lots in 1918 meant provision of free land for community buildings and the commencement of a railway service in December 1917 to make the purchase desirable and achieve their aim of a modern garden suburb. The company encouraged the formation of the Altona Progress Association in 1917. President of the school committee, AD Grant approached the company secretary, Lyell Howden, for school land. Howden agreed to supply a house block if the school was erected immediately; other lots could be rented to the Department until it was ready to purchase. However the Progress Association's new public hall of 1917 offered a more immediate solution, with separate classrooms formed by a canvas division which could be drawn aside for public meetings and church services. John Morton was the first head teacher and his daughter was the infant teacher. (Priestley 1988:139)

However, this temporary accommodation was soon to prove woefully inadequate:

School accommodation was dreadfully crowded by 1920. More than a hundred children in six grades simply would not fit into the Progress Hall. Some classes were transferred into Davey's Hall, otherwise known as the Palais, and the infants were taught in the latticed shed with a shell-grit floor .. Delightfully cool in summer, the shed was a torture chamber in wet or windy weather. Not even the roof was rainproof.¹

Consequently, in 1921, the new headmaster, Charles W Borrack, urged the school committee to lobby strenuously for a proper school building. With assistance of local parliamentarians, the committee arranged a visit by Education Minister, Sir Alexander Peacock, who promised a school for Altona by 1922. A three acre site was chosen adjacent to the railway and in October 1921, work began on a brick building planned in two stages to accommodate 400 students.²

HISTORY OF PLACE

The first stage of Altona Primary School No. 3923 was officially opened on this site in November 1922 by the Education Minister, Sir Alexander Peacock. Designed by the Chief Architect, E Evan Smith, it was intended to house 200 students (at 12 square feet per student) but at the time of opening it was already well over capacity. The tender was awarded to J Soutar for an original estimate of £3415, but £4250 was the final cost. (VPRO)

The second stage was not completed until five years later, and was opened in November 1927

¹ Priestly (1988) p.157

² ibid p.157 & VPRO

before a well represented local gathering, this time by local member, John Lemmon, who was by then Education Minister. The occasion, heading towards the Great Depression, was also an opportunity for many grievances to be uttered to the local member.³ In the same year the school committee had sought a higher elementary school but with no success. (VPRO)

The 1922 design was typical of government schools at that time, being red brick and stucco construction, with a Marseilles pattern tiled hipped roof. The entry was marked by a parapeted porch with a small arch set into the parapet. Main windows were multi-paned and grouped into twos and threes. Inside there were three classrooms, two separated by an accordion screen (half glazed folding doors) and each provided with a fireplace, teachers cupboard and a platform. There was a generous corridor and an administrative office. At the other end were the lavatories (basins), hat and cloak room. Vertical boarded dadoes were used throughout as were the ceiling vents to ensure proper ventilation. The 1926 additions for 150 students cost £3223 (£2990 tendered?) and followed the lead provided in the original design for additions. A corridor headed east and then north to link three new classrooms, with a new enlarged cloak and hat room and a large teachers room. Another dotted bay showed the way for yet another extension on the north. (PWD)

Cyclone gates were erected in 1923 to keep the cattle from the school grounds and the trees planted there by the School Committee - these are probably the mature trees visible today (sugar gums). The committee also erected a shelter shed in that year. Lawrence Fleming was the committee secretary. (VPRO)

More land was acquired in 1929 (lots 17-23), and Webb Street was closed between Blyth and Railway Street to allow the unification of the two sites. In 1932 levelling and grading of the school yard was achieved and pathways laid out to shelter sheds and 'out offices' (toilets) but the cattle nuisance occurred again in 1935 threatening the gardens and new trees planted by the committee. (VPRO)

The growth of the Altona population post WW2 outreached that of post WW1, the era which inspired the erection of the school. In the 1933 census there were 1722 people in the Altona Riding of Werribee Shire, in 1954 there were 6698 persons, and in 1961 16,167. Consequently, overflow classes returned to the Baptist church hall in 1950-51 where the first school had been housed. A Bristol prefabricated classroom was subsequently added in 1954 and four others in 1955. The problem of overcrowding at the School was alleviated somewhat by the opening of Schools at Seaholme in 1952, Brooklyn in 1953, and Brooklyn West (later Altona Gate) in 1960. (Priestley 1988:218)

A site plan from 1966 showed that further accommodation was provided by a number of portable classrooms including a spine that had grown on the west of the original school, and a further two classrooms attached to its south east corner, with options for three more on the east edge of the complex. A detached library block was on the north.

E Evan Smith

This school includes many of the typical characteristics of schools constructed to the design of E. Evan Smith, who was Chief Architect of the Public Works Department between 1922 and 1929. As an early example of his work, it may have formed the prototype for others that followed. They were usually in a Free Classical style, with a symmetrical plan, using corridors, courtyard or verandahs for access to classrooms. As at Altona, they usually had a neo-Classical portico over the entry.

These included the University High School (1929), the Swan Hill High School (1927) (later rebuilt after a fire), Hampton High School (first built as an infants school with a second floor added later, now demolished), Ouyen High School (1928), Kyneton High School (1927-28) and the Elsternwick Primary School (1929 building constructed as an Infants School).

E Evan Smith was also the architect for the following places, which are included on the Victorian Heritage Register:

- The Emily McPherson School of Domestic Economy constructed in 1927 (H1646), which is often cited as a prototype for the schools mentioned above. Heritage Victoria notes that the Emily McPherson building was awarded the R.V.I.A. street architecture award in 1930, an indication of the esteem with which the design was held at the time. The monumental Doric portico and

³ ibid p.157

classical composition emphasised sober traditionalism, appropriately enough for an institution of learning, while the regular colonial Georgian fenestration was reminiscent of popular domestic styles at the time, especially for the houses of the well-to-do in places like Toorak.

- The former Police Barracks in St Kilda Road (1925) which is now part of the Victorian College of the Arts. Heritage Victoria notes that this building is a notable example of the Georgian Revival style which developed in Australia during the early twentieth century. The building is a rare example of the combination of this building type with the Georgian Revival style, as it was an aesthetic usually reserved for private residences or commercial buildings such as banks and offices.

Description

The design of the original Altona Primary School buildings is typical of Interwar Government schools, being red brick and stucco construction, with a Marseilles pattern tiled hipped roof. The entry is marked by a parapeted porch with a small arch set into the parapet. Main windows are multi-paned and grouped into twos and threes. Inside there are three classrooms, two separated by an accordion screen (half glazed folding doors) and each originally provided with a fireplace (now closed?) and teachers cupboard. There is a generous corridor and an administrative office. At the other end were the lavatories, hat and cloak room. Vertical boarded dadoes were used throughout as were the ceiling vents to ensure proper ventilation.

Additions made in 1926-27 followed the lead provided in the original design for additions. A corridor heading east and then north links three classrooms, with a new enlarged cloak and hat room and a large teachers room. The Interwar shelter shed also survives.

The mature trees (predominantly Sugar Gums) provide a related setting and are likely to include some of the trees planted by the school committee in 1923 and 1935.

A large number of portable classrooms from post WW2 are located on the site.

External Condition

Good

External Integrity

High

Context

Set in largely later detached housing development.

Comparative Analysis

This school is the largest and most intact Interwar school complex in the municipality and compares most closely with Spotswood Primary School, which was constructed in 1915 and is more Edwardian in character. It is one of only three public buildings to survive in Altona along with the Altona Baptist Church in Sargood Street (1922-31, q.v.), and the Seaholme Railway Station (1921, q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Educating, Establishing schools

Associations

Education Department, E Evan Smith

Recommendations

Statutory protection

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

Management objectives

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

References

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

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

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

Victorian Public Records Office (VPRO) SS3923 School Building Files VPRS 795/2913 (Figures cited in file vary with those quoted by Priestley)

Heritage Victoria File No. HER/2002/000020

Additional images

The image on the front page shows the 1922 entrance, while the image below shows the 1922 school (left) and 1926 additions.



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Heritage Place Name	Melbourne Glass Bottle Works (Former).
Address	Booker Street, Douglas Parade, 2-38 Hudson Road, Raleigh Street, and Simcock Avenue, Spotswood
Heritage Overlay No.	HO46
Heritage Precinct(s)	Spotswood Industrial Heritage Precinct

Significance

Local

Style & Type

Edwardian/Interwar
Industrial complex

Significant Dates

c1880-c.1950

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Melbourne Glass Bottle Works (former), comprising a complex of buildings constructed between 1880 and 1940, at Booker Street, Douglas Parade, 2-38 Hudson Road, Raleigh Street and Simcock Avenue, Spotswood.

How is it Significant?

The Melbourne Glass Bottle Works (former) is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as the oldest continuously operating industrial complex in the city and possibly the metropolitan area. The Melbourne Glass Bottle works was one of the first major industries to locate in the Spotswood area and the present complex illustrates the significant expansion of the company from the late nineteenth century to the present day. It illustrates how Spotswood grew to become one of the major industrial centres in Melbourne by the Interwar period. The complex is notable for its ability to illustrate changing technologies over a 100-year period and for elements such as the former Staff amenities buildings that illustrate facilities provided by major employers for workers in the Interwar period. (AHC criteria A4 and B2)

Aesthetically, the Moderne building facing Booker Street is significant as a rare example within the municipality of this building style. It demonstrates the forward and progressive nature of the company during the Interwar period. The Edwardian staff amenities block is also significant as an intact and

well-resolved example of its style and type. (AHC criteria E1 and F1)

History

The Melbourne Glass Bottle Works Co Ltd commenced operation in June 1873 on a site in Graham Street, South Melbourne after formation of the company the preceding year. Following the shift of other large industries to the cheaper land across the bay, the company acquired 12 acres in 1890 by the Yarra River, in Spotswood, and erected parts of the existing works.

The 10 May 1890 edition of the *Williamstown Chronicle* reported that:

Spottiswoode bids fair to become one of the greatest manufacturing districts in Victoria. Already there are a number of important factories in full swing. The latest addition is that of the Melbourne Glass and Bottle Works. The above company have secured a part of Hudson Brothers estate on which they intend erecting an extensive two storied building. Some idea of the extent of the building may be gleaned from the fact that the structure with the necessary auxiliaries will occupy a space of three acres. The site obtained by the Company has a splendid river frontage. A start was made on Thursday, and the work of erection will be carried on as expeditiously as possible. I am informed that when the works are started employment will be given to upwards of 200 men. Let us hope that the advent of the Melbourne Glass and Bottle works may be the precursor of many more.

Rate descriptions of the works at The Avenue (now known as Simcock Avenue and previously as Bay View Avenue) start in 1895-96 with William McNeilage cited as manager residing in a 9 room brick house, and Alfred Felton and Frederick S Grimwade (care of Mt Lambton) as occupiers of the brick and iron works, all owned in the name of the Melbourne Glass Bottle Works Co.

By 1905 Felton and Grimwade have disappeared from rate descriptions with only McNeilage named. By 1910 Garnsworthy's name is entered as secretary, along with William James McNeilage as manager. Garnsworthy continued into the 1920s but by the mid 1920s only William Watson was mentioned as the assistant works manager, later foreman.

In 1894, the MMBW Record Plan 8 shows the Glass Bottle Works occupying a site bounded by what is now Booker Street to the east, Simcock Avenue to the north and Douglas Parade to the west. There was a large timber framed (presumably corrugated iron clad) building in the centre of the block, a brick (manager's?) house to the north west, a masonry building east of the main works facing on to Douglas Parade, and associated smaller timber factory strips (with a monitor roof) along the north boundary and to the south of the main building. The stone boundary wall is shown bordering what is now Douglas Parade at and north of the brick or masonry block. A tramline linked the works with a jetty and landing protruding into the bay. Only the stone wall remains of this complex today: even the jetty is gone.

In about 1905 the works were described in *Williamstown Illustrated* as possessing some 5-6 acres of buildings housing 400-500 hands 'all kinds of bottles are made, from the tiniest to the largest that is required, in any shape or colour'. Pictures of the works show a series of gabled corrugated iron clad sheds with a number of smoking chimneys, one shed bearing the name Australian Glass Bottle Works. Interior views show unlined timber framed structures.

Land to the west of Booker Street comprises two lots of 6 acres that was rated from 1908 onwards as land. It remained largely undeveloped until the 1920s when the name Australian Glass Manufacturing Co. Ltd first began to be used. By 1921, the land on the west side of Booker Street was described as containing a timber and iron works on 6 acres (block C) and 6 acres of land. This site developed rapidly in the next few years with the annual value of the works site going from £380 in 1921-22 to £1600 in 1924-5. By then the built up part of the site was 7 acres, with 5 acres of land. This valuation had tripled by 1940.

A plan from 1929 shows the Booker Street and Simcock Avenue site (south east corner) as largely vacant except for a brick machine shop sited south of the railway siding which curved around from the west and headed south. South of the machine shop was a boiler room and oven on Booker Street (shown as deleted on the plan) and a series of what appear to be g.s.i. clad sheds running east west. Two latrine blocks were associated with this complex. A new development on this part of the site was planned in 1936 as a long thin brick strip facing Booker Street with upper level accommodation including a café. This work had been completed in part by 1937 and in total by 1944. A large adjunct to this building, on the east, was planned in 1939, and another section north of the siding in 1941-43 completing the Moderne style brick building evident today. A MMBW Detail Plan (102) updated to

WW2 shows the complex at that time, with both sides of Booker Street almost fully developed.

The Felton Grimwade & Co entry into the business had apparently allowed rapid expansion which meant that in 1934 the Spotswood plant was 'one of the largest factories for the manufacture of bottles and general glassware in the southern hemisphere' (Elsom p.55). Pratt's 1934 *The National Handbook of Australia's Industries* gives a slightly different emphasis on the Australian Glass Manufacturers Ltd., which was described as centred in Sydney, with five companies (AGM, Agee Meat preserving Company, two facets of the Crown Crystal Glass Company at Waterloo, and the Australian Window Glass Company at Alexandria) combined to employ 1700 compared to Spotswood's 600. Nevertheless the combination was claimed as producing a greater variety of glassware than any other company in the world.

The 1930 rate entry for The Avenue site gives 11 acres 2 roods 30 perch as the area.

By 1940 the firm had acquired the Robinson & Co paint shop and storeroom on a 4 acre site at Booker Street and Hudsons Road. W McNeilage Snr had been the managing director of the company for many years, to be replaced on his death with 'a native of Williamstown' Stanley G Garnsworthy. By the 1930s the head offices were at 428 Spencer Street and the style of the operation was the Australian Glass Manufacturers Co Ltd. McNeilage was a long-term Williamstown councillor and was elected mayor in 1911-13.

An aerial photograph from 1945 shows the plant east and west of Booker Street with the residence, first plant and associated buildings of the 1894 plan, shown next to the large new sawtooth roof factory block facing Booker Street. One of these structures appears to have survived in the form of a gabled corrugated iron clad shed sited centrally (north south) on the eastern section of the block.

There are also the extensive rows of earlier corrugated iron clad structures west of Booker Street. There is a large vacant area south of Hudsons Road, with what looks like a race track within it, which has since been occupied by the firm. East of this is the largely vacant pumping station site. (Aerial 1945)

Description

The Former Melbourne Glass Bottle Works complex (now Australian Consolidated Industries) occupies two large sites and a number of smaller sites in Booker Street, Hudsons Road and Simcock Avenue in Spotswood. Much of the extant built fabric dates from the interwar era, which was a significant period of expansion for the company (See History), however, there is some surviving earlier fabric as well. The following elements are located on the site to the east of Booker Street:

East side of Booker Street

A two and three level red brick building to Booker Street and Simcock Avenue, which appears to have been built in stages during the 1930s. The building facing Booker Street is typical of the late 1930s-1940s with its curved walls, Moderne styling, steel framed windows, decorative curving string courses, and glass bricks. A notable element is the centrally located multi-level section hovering over the siding entry, which housed the main canteen and is the architectural focus of the design with its horizontal window strips, semi-circular tripartite flag pole mountings and curved flanking walls. South of the main entrance, large steel framed saw tooth roof sections extend along Booker Street toward Hudsons Road. A later but similar addition to the main block extends to the north toward Simcock Avenue.) This block is in good to fair condition generally but shows cracks and damage to elements apparently due to brick growth. This could be controlled by introducing vertical expansion joints in the affected walls.

On the eastern perimeter of the site, facing Douglas Parade, is a bluestone rubble wall which predates much of the rest of the complex and is possibly all that is left of the nineteenth century works. About 5 years ago a substantial section at the north end collapsed, revealing the foundations and basement of the former boiler house. This structure had further bluestone walls set back from the Douglas Parade elevation, with red brick lined openings for windows and doors, all having been bricked in. The eastern or Douglas Parade wall of the boiler house also had such openings, but when the wall was reconstructed, the brick details were omitted, so now there is no external or visible evidence of the boiler house. However, this and possibly other foundations and basements of early buildings clearly survive beneath the fill used to level the yard behind the perimeter wall.

West side of Booker Street

The part of the complex on the west side of Booker Street comprises the former plastics plant and the current bottle manufacturing plant. Significant or early buildings on this site include:

- The early twentieth century timber and steel framed corrugated iron clad gabled stores (1920s) with gabled roof and ridge vents.
- The red brick timber framed former Moulded Plastics Building on the corner of Hudson Road and Booker Street. This has been partly altered by the addition of metal hording and tiling, and replacement of windows for the General Office.
- Part of the early glass-making plant in the centre west of Booker Street, which incorporates structures from the mid twentieth century including the brick chimney.

Other buildings and elements include:

- An Edwardian-era brick staff amenities building with associated Canary Island Palm on the north side of Simcock Avenue near Douglas Parade. This was once part of a complex of similarly scaled buildings seen in the 1945 aerial view, apparently connected with tennis courts and a refuge dug-out [M Jones, 2000].
- Two island gatehouses on opposite sides of Booker Street that show where the railway siding line once crossed between the two parts of the complex. These are designed in a Moderne manner and are presumably contemporary with the c.1930 Moderne wing on the east side east of Booker Street. The siding is also evident from the chamfered corners of flanking buildings west of Booker Street.
- Remnants of the railway siding are still evident in certain locations.

External Condition

Good (partially disturbed, well preserved) in part but the 1930s block which is in good to fair condition generally but shows cracks and damage to elements apparently due to brick growth. This could be

controlled by introducing vertical expansion joints in the affected walls.

External Integrity

The 1930s wing of the complex has a high integrity to its construction date but other sections of the complex have been changed over time, including even the stone wall which was reconstructed in recent times.

Comparative Analysis

This complex is one of the largest early industries in the municipality outside of the government railway workshops. It is the largest single glass manufacturing plant in the country and the only mechanized complex for that purpose in the State.

Thematic Context

Principal Australian Historical Theme(s)

Manufacturing and Processing

Associations

Melbourne Glass Bottle Works Co Ltd, Australian Glass Manufacturers Ltd., Australian Consolidated Industries, Alfred Felton

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, to specific buildings as shown on the attached plan.
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

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

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
MMBW Property Service File for SE Booker & Simcock Ave only (City West Water)
Victorian Public Records Office (VPRO)
Municipal Rate Books (RB) VPRS 2132/P
MMBW Record & Detail Plans, State Library of Victoria
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Pratt, A (1934) *The National Handbook of Australia's Industries* p.306- pictures and article
Sands & McDougall *Victorian directories* (D)

Heritage Place Name	Shell Oil Complex
Address	39-81 Burleigh Street, Spotswood
Heritage Overlay No.	HO47
Heritage Precinct(s)	Spotswood Industrial Heritage Precinct

Significance

Local

Style & Type

Edwardian & inter-war industrial

Significant Dates

c.1914-40

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Shell Oil complex, comprising Packaging Stores 20 and 26, riveted tanks Nos 4-7, 9 and 12, the alignment of the spur railway and the gatekeeper's house, all generally constructed between c.1916-40, at 39-81 Burleigh Street and Drake Street, Newport.

How is it Significant?

The Shell Oil complex at Newport is of local historic and technical significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the Shell Oil complex is significant for its strong associations with the early development of the oil industry in Australia as the oldest surviving complex associated with Shell in Victoria. They are an important element in the nationally important group of historic petrochemical complexes that were established in Spotswood and Altona during the Interwar period. (AHC criteria A4 and H1)

Technically, the Shell Oil complex is significant for its ability to illustrate on the one site the two major ways of dealing with refined petroleum; tank storage for oil and shed storage for tinned petroleum product. The riveted tanks are significant as early examples of this type of construction which is now rare for oil storage. (AHC criteria B2, D4 and F1)

History

CONTEXTUAL HISTORY

In 1901 the Shell Company established a bulk handling facility for imported fuel oil, kerosene and petrol at the old Langhorne wool store in Nelson Place, Williamstown (later demolished by the Housing Commission of Victoria). At this time, these products were distributed in cans and the company also set up a factory to manufacture tins and drums for packaging the fuel. As the use of fuel expanded in Australia in the first decades of the twentieth century, Shell expanded into a new bulk handling facility when the company purchased 15 acres at Newport, where the Port of Melbourne Authority constructed a wharf and railway sidings. The company purchased the land in 1914, and the first three storage tanks were built here by 1916. Tankers berthed at nearby wharves and the products were pumped to the storage tanks. Four gallon tins and the cases to pack them in were manufactured here and the products were distributed by horse-drawn tankers from the facility. (Shell 1996)

Further expansions on the site included a laboratory was built in 1920, a Lube Oil Blend Plant in 1928 and a Resin Plant in 1929. A subsidiary company, manufacturing cold-mix bitumen was established within the complex in 1926. When Shell built a new refinery at Geelong in the 1950s, the need for overseas tankers delivering fuel to Newport was reduced, as a pipeline delivered products from Geelong to the Newport Depot. Many other new facilities were built at the Newport Depot during the expansionist years of the 1950s. Expansion of facilities in the 1970s saw the demolition of other old buildings on the site. (ibid)

The immediate post-World War 1 years ushered in an unprecedented era of national growth and development in Australia. Cities expanded rapidly as new suburbs were formed and road and rail links were built to service them. In country areas vast tracts of land were opened up and huge irrigation schemes made previously arid regions fit for ambitious new agricultural projects. (ibid)

The boom was reflected in a marked increase in demand for petroleum products and, in keeping with the national trend, operations at Newport Terminal grew swiftly to meet the challenge of supplying the new urban and rural markets. A depot that opened in Fitzroy became a staging point where product delivered from Newport was loaded onto vehicles for distribution further afield. At the same time, ensuring product quality became an important task and in 1920 the company established a laboratory on site. Three chemists were employed, spending most of their time testing motor spirit and kerosene, but also checking the small range of lubricating oils handled at the Terminal. (ibid)

The manufacture of tin plate containers was another vital part of the operation during this period and by 1923 the Terminal's tin factory employed more than 150 men. The tin plate came in as individual cut squares that were then manually soldered together around the top, bottom and sides while the sections moved along the production line. The finished articles were leak tested in a water trough before being wiped dry, filled with product and sealed by soldering a tin plug into the bung hole. Another 40 men worked in the adjoining carpentry section where they cut and fitted imported pine boards to a set box size which snugly encased two of the four-gallon tins. They and most of the other Newport employees lived locally and travelled to work each day on foot, by bike, and on the train. Few could afford to own motor cars. (ibid)

The Newport stables held between 40 and 50 horses during the early 1920s to cater for what turned out to be the final period of horse-powered transport. As the decade wore on, bulk deliveries gradually increased and motor vehicles replaced horses as the delivery means. The Company's fast motorised road tanker - a solid tyre chain driven Albion - travelled the route between the Newport Terminal and the Fitzroy Depot. By 1923 another Albion and a Thornycroft had been added to the motorized section, and before the end of the decade the Newport motor fleet numbered 23 trucks. (ibid)

Post-war Australia literally 'took to the road' as more and more people bought motor cars. In Victoria alone there were 100,000 vehicles by the mid 1920s, a ten fold increase in as many years. Thus demand for petrol rose steeply and the rivalry between oil companies scrambling for shares in the burgeoning retail market grew intense, particularly between the two majors, Vacuum Oil Company (a forerunner of Mobil) and Shell. In 1926 Shell increased its market share when it bought out the Australian-owned Neptune Oil Company, although it allowed Neptune to continue trading as an independent company for quite some time. The following year British Imperial Oil, the local Shell subsidiary which had been in operation since 1900, changed its name to The Shell Company of

Australia Ltd. (ibid)

Motorists became aware of this competition when company-owned kerbside pumps began to appear in 1924. Previously the proprietors of retail outlets (still mainly blacksmiths and storekeepers with car-handling facilities) sold petrol from unmarked pumps. However the new units were supplied by the oil companies exclusively for the sale of their products. Thus the motorist of the mid 1920s was suddenly offered 'multi-brand' outlets consisting of an array of pumps on the kerbside, each dispensing different brand of fuel. (ibid)

HISTORY OF PLACE

The early development of this site is described by Allom Lovell (1999:1-2):

In 1905, Shell formed a local subsidiary, the British Imperial Oil Company Ltd, and in 1913 the decision was taken to expand the company's Victorian operations through the establishment of a new bulk distribution terminal in Melbourne, to comprise holding tanks, pumping equipment and bulk distribution facilities. Company engineer, Alan Parker, selected a site on the Yarra River at Newport, which had the advantage of proximity to both water and rail transport and was close to the company's existing facilities at Williamstown. The site was purchased in April 1914.

The new venture was given considerable Government support, the Melbourne Harbour Trust entering into a partnership with the company to construct major infrastructure works to facilitate the company's operations. These works comprised the widening of the Yarra below Burleigh Street by approximately 60 feet (18.3m) for a distance of 2,000 feet (609.6m), to maintain the navigable width of the river. The MHT also constructed new wharves to accommodate the oil steamers and to allow for the bulk discharge of oil, and railway sidings to link the company's new works with the nearby railway line.

The British Imperial Oil Co.'s works were constructed over 1915 and 1916, when the first three fuel storage tanks were completed. These were of riveted steel plate construction, made of imported English prefabricated components and assembled on site. A complex of buildings was also constructed on the site. Fuel was pumped from the ships berthed at the wharves below Burleigh Street to the holding tanks on the terminal site using a system of steam driven pumps. It was then decanted into four gallon tins, which were packed in pairs into timber cases. Both the tins and the packing cases were manufactured in a factory on the site. Finally, the product was transported from the site, some by rail, with some also distributed by road. Two railway sidings ran through the site, one connecting the Newport Power Station with the main line, the other connecting the company's works with both the wharves and the main rail line.

This complex is shown on early MMBW detail plans, with 8 large and two small oil storage tanks on the site bounded by High, Drake, and Daniel Streets and the railway spur line. Between Hall and Daniel Street was a collection of houses, industrial buildings (Asphalt Cold Mix complex) and a large quarry at the High and Hall Streets corner.

North of the spur line were the stores. This site had three large timber framed structures fronting onto the spur line with another set behind the western-most of the three. Next to Drake Street was another short spur line which headed north. On either side of this line were more timber framed structures, some of which survive today. Smaller timber framed and brick buildings fronted Burleigh Street. In the northwest corner of this site was a brick residence or staff amenities and attached tennis court. Another residence was in the south-west corner.

A 1925 aerial view shows 7 large riveted tanks and two minor tanks on the Shell site, the three blocks of double-gabled stores facing the spur line and a large saw-tooth roof block to the north of them. The word SHELL is painted on the roof of one of the stores for aerial viewing. North-west of the sawtooth block is another double gabled building while lesser gabled structures abut Burleigh and Drake streets. Another c1927 view shows the same, with the oil berths 3 & 4 aligned with the shoreline south of the spur railway termination, while an illustration in Elsum (1934) shows an oblique view of the complex with 10 large tanks, three small tanks and one intermediate size tank. The stores are shown as three wings, two double-gabled and one triple gabled and the other buildings much as they were in 1925.

The specific dates of tank construction are¹:

- Tanks 4-7 - 1920 (These tanks have similar construction; tanks 4 and 6 have original pitched

¹ Allom Lovell & Associates (1999)

roof)

- Tank 9 - 1925
- Tank 12 - 1930 (larger diameter, new floating roof)

Description

The Shell Oil complex, on the site bounded by Burleigh, Hall, High and Drake Streets in Spotswood contains the following buildings and other infrastructure associated with the first phase of development of the complex between 1916 and 1937.

Tanks

The 13 (assumed steel) pre-WW2 circular riveted tanks include 10 surviving large riveted tanks and three smaller ones that were built in the period 1916 to 1937, with 7 constructed by 1925. They are now situated within a group which includes later welded examples.

The pre-WW2 tanks are made up from curved steel sheets fixed at the edges by steel rivets and are sited in containment levees. The tanks built in 1920 (4-7) are similar in size but Tank 12 which was erected in 1930 is much larger has a different floating roof construction which has been replaced in a matching form. Of these tanks, Nos. 4 & 6 have original riveted roofs, while the riveted sheet roof on Tank 7 has been patched, and tanks 5-7 have original steel pipe handrails around the top of each. Tank 9 (built 1925) has a riveted steel roof which is thought to have been modified. Most of the tanks have been altered in detail, with new stair access in each case.

Associated with the tanks are some structures contemporary with the early development of the site, including a valve house, and boiler house. Red brick retaining walls form part of the containment bunds, and some pipe work may also be contemporary.

Store 20 and 26 sheds

Store 20 is a large double gabled store (Refer image on cover), which has been reclad, on the north and west sides, but retains its riveted steel frame and trusses using an angle iron top cord and compression members, and flat iron tension members and bottom cord. The main uprights are rolled steel joists and were manufactured by Dorman & Long of Middlesborough in England. The floor is generally steel tiles made by the Steel Company of Australia - stamped 'Steel Con, Australia'.

It was constructed in two principal stages. The original section dates from before 1920 and was used for the storage of lube oil and packed kerosene, while a small area was dedicated to filling kerosene tanks. Attached to the south east side of Store 20 is a small simple gabled steel framed structure, which also dates from prior to 1920 and is known as Store 26(Allom Lovell 1999:21)

Store 20 was extended in the mid-1930s when a formerly freestanding building to the north constructed in the late 1920s was linked to it by a structure on the eastern side. The two sheds appear subsequently to have been connected through the construction of a linking bay between them (Allom Lovell 1999:25)

Other buildings

Other corrugated iron clad buildings extend to the north east, with some surviving features including timber gable louvres and original ogee pattern guttering. However, they have generally been altered. A small brick house on High Street is evidently also related to the tank farm, possibly having been the on-site caretaker's or gate house.

Railway

The railway spur line reserve, located between the stores and the tanks, which served the tank farm and the stores en-route to the wharf, can still be interpreted.

Wharf facilities

The remains of the Newport oil wharves are still evident, and extend for some distance north from the Newport Power Station. These are situated outside the Burleigh Street site.

External Condition

Fair to Good

External Integrity

Tanks – Moderate. Stores – Moderate to Low

Context

This complex is situated on flat land near the bay, bounded by main roads and railway routes with the residential areas of Newport just to the south. The former COR (now BP Australia) Tank Farm is directly opposite. It is an important contributory part of the Spotswood Industrial heritage precinct.

Comparative Analysis

The Shell Oil Co. complex was the first related to the early oil industry in Melbourne to be established in Newport and Spotswood. Of the various structures, it is the tanks which are the most distinctive and dominant features. Most of the surviving Shell storage tanks are of riveted iron, which is now rare for oil storage tanks on a national basis.

The complex compares directly with the former Vacuum Oil Depot (now Mobil) at 29 Francis Street, Yarraville (q.v.) that also contains a tank farm and associated stores buildings. While only one riveted tank survives there, the stores buildings are generally constructed of brick and are more extensive.

There are two other early riveted tanks at the former Commonwealth Oil Refinery Depot (now BP) on the east side of Drake Street (q.v.). Most of the other tank farms in the area including Alba Petroleum (now AMPOL) and Triton (now Esso) predominantly comprise welded steel tanks of later construction date.

Thematic Context

Principal Australian Historical Theme(s)

Utilising Mineral Resources, Extracting Oil & Gas

Associations

British Imperial Oil Co., Shell Oil Company of Australia, Melbourne Harbour Trust

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, to selected buildings and tanks as described in the report.
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*

Allom Lovell & Associates (1999) *Submission on the Proposed Inclusion of Six Fuel Storage Tanks and the Packaging Store building at Shell Australia's Newport Terminal Burleigh Street, Newport in Amendment L14 to the Hobsons Bay Planning Scheme*.

Vines, Gary (1989) *Western Region Industrial Heritage Study, Melbourne's Western Region Cultural Heritage Study* (Melbourne's Living Museum of the West) Site ID 445

The Shell Company of Australia (1996) *Eighty Years at Newport 1916-1996*

MMBW Detail Plans (c.1930)

Heritage Place Name	Commonwealth Oil Refinery Co. Tank Farm (Former) – NP6 and NP7 storage tanks
Address	39-81 Burleigh Street, Spotswood
Heritage Overlay No.	HO49
Heritage Precinct(s)	Spotswood Industrial Heritage Precinct

Significance

Local

Style & Type

Industrial

Significant Dates

1922

Designer

Unknown

Builder

Poole & Steele



Statement of Significance

What is Significant?

The former Commonwealth Oil Refinery Co. tank farm, comprising storage tanks NP6 and NP7 constructed by Poole and Steele in 1922, at 39-81 Burleigh Street, Newport.

How is it Significant?

The former Commonwealth Oil Refinery Co. tank farm is of local historic and technical significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they are significant for their associations with the early development of the oil industry in this area, specifically as part of the infrastructure developed by Commonwealth Oil Refineries Co. (COR), which was established specifically to develop Australia's first oil refinery at Laverton in 1922. Most of the buildings and infrastructure associated with COR have been demolished and the tanks are now rare surviving evidence of the earliest phase of development of this company and the oil industry in this country. (AHC criteria A4, B2 and D2)

Technically, they are significant as rare surviving examples of riveted tanks, which demonstrate the nineteenth technology that was used in the early development of this twentieth century industry. (AHC criteria B2 and F1)

Note: Refer also to the related citations in this Study for the former Commonwealth Oil Refinery, 32-54 Toll Drive, Altona North and BP Australia complex, 431 Douglas Parade, Newport

History

CONTEXTUAL HISTORY

The history of British Petroleum is provided by the following extracts from the BP website:

BP's origins go back to May 1901, when a wealthy Englishman, William Knox D'Arcy, obtained a concession from the Shah of Persia to explore for and exploit the oil resources of the country, excluding the five northern provinces which bordered Russia. Having been granted the concession, D'Arcy employed an engineer, George Reynolds, to undertake the task of exploring for oil in Persia....costs mounted, stretching D'Arcy's resources to the point where he sought outside financial assistance. This came in 1905 from the Burmah Oil Company, which provided new funds for his venture. More exploration in Persia followed without success, until eventually, in May 1908, Reynolds and his helpers struck oil in commercial quantities at Masjid-i-Suleiman in southwest Persia. It was the first commercial oil discovery in the Middle East, signalling the emergence of that region as an oil producing area.

After the discovery had been made, the Anglo-Persian Oil Company (as BP was first known) was formed in 1909 to develop the oilfield and work the concession. At the time of Anglo-Persian's formation, 97% of its ordinary shares were owned by the Burmah Oil Company. The rest were owned by Lord Strathcona, the company's first chairman.

Charles (later Sir Charles, then Lord) Greenway was one of Anglo-Persian's founder-directors, becoming managing director in 1910 and chairman, after Strathcona, in 1914, and turned to the British Government as a potential source of revenue and capital. After lengthy negotiations, agreement was reached in 1914 shortly before the outbreak of World War I. Anglo-Persian contracted to supply the Admiralty with fuel oil and the government injected £2 million of new capital into the company, receiving in return a majority shareholding and the right to appoint two directors to Anglo-Persian's board. In later years, the government shareholding was reduced and - apart from a tiny residual holding - ended in 1987.

Further expansion followed in the decade after World War I. New marketing methods were introduced; it established an international chain of marine bunkering stations, and in 1926 began to market aviation spirit. New refineries, much smaller than the plant at Abadan, also came on stream - at Llandarcy in South Wales in 1921, at Grangemouth in Scotland in 1924, and a new refinery at Laverton, near Melbourne, was commissioned in 1922.

By the time Greenway retired as chairman in March 1927, he had realised his main strategic goal of establishing Anglo-Persian as one of the world's largest oil companies, with a substantial presence in all phases of the industry. In 1935, the company was renamed the Anglo-Iranian Oil Company.

During the post-war reconstruction of Europe, the high demand for oil enabled Anglo-Iranian to expand its business greatly. The company's sales, profits, capital expenditure and employment all rose to record levels in the late 1940s.

While the company was expanding its operations in the late 1940s, it was also engaged in talks with the Iranian government about the terms of its oil concession. Long and complex negotiations failed to produce an agreement, and in 1951 the Iranian government passed legislation nationalising the company's assets in Iran, then Britain's largest single overseas investment. The company's operations in Iran were brought to a halt.

Only after three years of intensive negotiations was the crisis resolved by the formation of a consortium of oil companies, which, by agreement with the Iranian government, re-started the Iranian oil industry in 1954. Anglo-Iranian - which was renamed The British Petroleum Company in 1954 - held a 40% share in the consortium.

One of the effects of the Iranian nationalisation crisis was that the company was forced to broaden its operations to make good the loss of oil supplies from Iran, on which it had depended. Crude oil production in other countries, notably Kuwait and Iraq, was greatly increased; and new refineries were built in Europe, Australia and Aden.

HISTORY OF PLACE

This site in Burleigh Street, Newport was acquired in 1922 by the Commonwealth Oil Refineries Co. (COR – a joint venture between the Commonwealth Government and the Anglo-Persian Oil Company) and was developed for use as a bulk storage depot for crude oil. In that same year COR also established one of Australia's first oil refineries on a site north of Kororoit Creek Road in Altona North (q.v.).

Crude oil originated in the oil fields in Persia (now Iran) and was shipped to Melbourne by tanker, which berthed at a new purpose-built oil berth at Spotswood (Berth No. 4) immediately south of the existing Shell/British Imperial Oil Co. Berth (Berth No. 3). COR's berth No.4 was constructed between 1922 and 1924 by the Melbourne Harbour Trust at a cost of over £12,000. The oil was then pumped up to two riveted steel storage tanks on this site. From here it was pumped along a pipeline to the company's Laverton refinery at Kororoit Creek Road.¹

Both storage tanks were constructed in 1922 by contractor, Poole & Steele. The larger of the two tanks, originally known as SP6 (Now NP6) cost just over £11,000 and had a capacity of 10,000 tons. The second, much smaller, tank was originally known as SP7 (now NP7) and cost just over £2,000 and had a capacity of just 900 tons.²

In addition to the two storage tanks on the Burleigh Street site, several other buildings and structures were constructed on this site and the immediately surrounding area by COR during the 1920s. These included:

- A substantial 'Officers & Mens Quarters' with associated outhouses located to the west of Berth No. 4.
- A rail siding connecting the wharf with the main rail line to the west.
- A small brick building (valve house?) located adjacent to NP7.

Exact details of the sequence of development over the next few decades is not known, however, by 1950 at least 5 new tanks and associated buildings had been added and the site continued to operate as an import terminal for crude oil, and was also used for satellite storage to COR's main Port Melbourne terminal. The Commonwealth sold its shares in COR in 1952, and three years later the Altona North refinery closed when the owners, now BP Australia Ltd, opened a new refinery at Kwinana in Western Australia. Consequently, the former refinery at Altona North was converted to a storage depot and rail loading terminal, while this site was used principally for pumping product via pipeline on to BP's Port Melbourne terminal and for receiving product via pipeline from Shell's Geelong refinery and Mobil's Altona refinery, and via ship from Holden Oil dock.³

BP Port Melbourne closed in 1987 and the focus of the company's Melbourne operations shifted to the former COR refinery at Altona, which underwent major expansion works. Less than ten years later, however, BP Altona was also closed, following the company's decision to combine operations with Mobil at its Yarraville terminal. Since that time, the tanks at this site have been used on a casual basis for storage of product for the nearby lubricating oil plant in Douglas Parade.⁴

Allom Lovell conclude that:

These events took place as part of a broader rationalisation of the industry in the 1980s and 1990s. BP's Westernport refinery and major terminal at Dandenong (serving eastern Victoria) had both been closed in the mid-to-late 1980s.⁵

¹ Allom Lovell & Associates (1999) *Submission on the Proposed inclusion of Two Fuel Storage Tanks (NP6 and NP7) at BP Australia's Spotswood Facility, Burleigh Street* . p.7

² Allom Lovell op cit p.7

³ Allom Lovell op cit p.7

⁴ Allom Lovell op cit p.8

⁵ Allom Lovell op cit p.9

Description

The former BP Australia Newport Terminal tank farm comprises a complex of ten tanks of various sizes as well as several related buildings. Tanks Nos. NP6 and NP7 were originally constructed in 1922 during the initial phase of development on the site soon after it was purchased by COR. The following description of the tanks is provided by Allom Lovell & Associates:

The larger of the two tanks is NP6, which is a riveted steel tank. The tank is 35.4m in diameter and 12.2m high, and sits on a sand pit with a concrete foundation ring. Its construction appears to be of a conventional nature employing curved steel sheets fixed at the sides and edges by closely spaced steel rivets. Wide splice plates have been used to join the longer sheets as opposed to the single row of rivets to lapped joints used on the smaller tank.

NP6 has a convex lap welded steel floor plate. This floor plate was introduced in 1957 in place of the original. The fixed welded steel roof has a welded pylon type central column supporting roof trusses, and is thought to date from 1934. The tank is painted externally.

Though smaller (12.2m diameter and 9.1m high), NP7 is of similar construction, although [there is a] single row of rivets to lapped joints used in place of the splice plates used on NP6. The roof of NP7 was replaced in 1967. Signage indicates that it has been used for leaded gasoline storage and that entry is restricted, requiring full protective clothing and breathing apparatus. The spiral access stairway appears to be original, though additional safety rails are thought to have been added in 1957.

New level gauges and new outlet/inlet points are thought to have been added to both tanks. The age of gate valves associated with the tanks is uncertain..⁶

As described in the history, the Newport tank farm formed part of the infrastructure constructed for COR as part of the establishment of the Altona North refinery in 1922. Most of the buildings and plant associated with the Altona North refinery have been demolished and the Newport tank farm is now part of a small number of surviving buildings from the initial development phase during the 1920s. (Refer to the separate citation in this Study for the former COR Refinery complex at 32-54 Toll Drive, Altona North)

External Condition

Good (partially disturbed, well preserved)

External Integrity

Moderate

Context

Contributory part of an industrial precinct, which includes a number of other oil-related installations and plants within the Newport and Spotswood areas.

Comparative Analysis

This is one of three early (1920s) tank farms in the Newport and Yarraville areas, the others being Shell (also in Burleigh Street, Newport), and Mobil (former Vacuum Oil Ltd) at 29 Francis Street, Yarraville. (q.v.)

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Utilising mineral resources, Extracting oil & gas

Associations

Commonwealth Oil Refineries Co., BP Australia Ltd.

⁶ Allom Lovell op cit pp. 9 +12

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 (2000) *Altona, Laverton & Newport Districts Heritage Study*
- Vines, Gary and Melbourne's Living Museum of the West (1999) *Assessment of early oil company installations, Newport and Spotswood*.
- Melbourne's Living Museum of the West, Gary Vines, and Andrew Ward & Associates (1989) *Western Region Industrial Heritage Study*
- BP Amoco web site (www.bpamoco.com)
- Allom Lovell & Associates (1999) *Submission on the Proposed inclusion of Two Fuel Storage Tanks (NP6 and NP7) at BP Australia's Spotswood Facility, Burleigh Street Spotswood in Amendment L14 to the Hobsons Bay Planning Scheme* (prepared for WBCM Pty Ltd on behalf of BP Australia)

Additional images

The image on the front cover of this citation shows the larger Tank No. NP6, while the image below shows Tank NP7.



Heritage Place Name	'Captain Robert Fullarton' House
Address	25 Cecil Street, Williamstown
Heritage Overlay No.	HO50
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

c.1857

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Captain Robert Fullarton house, constructed prior to 1857, at 25 Cecil Street, Williamstown.

How is it Significant?

The Captain Robert Fullarton house at 25 Cecil Street, Williamstown is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the oldest houses in the municipality and one of a relatively small number of pre-1860 houses within the metropolitan area. It was the home of two important persons in 19th century Williamstown, Fullarton and Dobney, who represent between them the two major economic influences of the municipality on the metropolis, that of the maritime and railway industries. (AHC criteria A4 and H1)

Aesthetically, it is significant as an altered but early timber dwelling with rare details such as the French doors which to contribute to the historic character of Cecil Street. (AHC criteria E1 and F1).

History

This house is not shown on the 1858 plan of Williamstown but is listed as a wooden house of four rooms plus a kitchen in the earliest surviving rate book of 1857. Rate books show that it was owned and occupied by Captain Robert Fullarton (1), a master mariner, Melbourne (Harbor Trust) Harbour Master, and captain of the government-owned passenger boat cum steam tug, the *Pharos* after 1858 (Neale p.138). It was located next to four of his other properties (2).

In 1865 Robert Young assumed ownership and leased the house to Giles Dobney who was alternately listed as a coach builder, clerk and the Williamstown Railway workshop foreman (3). He purchased the house in 1875 and lived there until 1880 when his widow is given as the owner occupier until at least 1896 (4). In 1905 a Miss Mary Dobney was the listed occupier (5).

Description

The house at 25 Cecil Street, Williamstown is a double fronted weatherboarded (beaded) cottage with an iron clad hip roof, a four panel door and three high top light. Changes to the original fabric include:

- The verandah and front fence are not original, but are related.
- The guttering has been replaced with non-original profiles
- The original architraved French doors (Refer to image in the 1993 *City of Williamstown Conservation Study*) have been partly sheeted over or replaced with double hung sash windows. The original doors were rare and were compared to similarly modest seaside dwellings such as Wood Cot Park, Tarraville and the Linforth house, Palmerston (6)

External Integrity and condition

Integrity – Moderate to Low. *Condition* – Good

Context

Set in a generally later context (c1915-20), it shares frontages width, set-back and materials.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs, Maritime industries

Associations

Captain Robert Fullarton, Robert Young, Giles Dobney

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to repaint as original or typical (refer 12 Cox's Garden) and to restore the French doors based on historic evidence.

References

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

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

1 Williamstown Rate Books 1858 (83).

2 Evans, WP (1978) *Through the Rip* pp.12, 50 +114; *Melbourne Directory* 1868; Williamstown Rate Books 1858 (78f).

3 Williamstown Rate Books 1865-66 (369)

4 Evans Wilson P (1969) *Port of Many Prows* p105; Williamstown Rate Books 1874 (399) 1886-87 (459), 1896 (418).

5 Sands and Kenny (later McDougall) *Melbourne Directory* 1905

6 Butler, G. *Port Albert Conservation Study*

7 Melbourne Metropolitan Board of Works Detail Plans 46 (1909)

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Heritage Place Name	Victorian Duplex - 'Flynn' House
Address	31-33 Cecil Street, Williamstown
Heritage Overlay No.	HO51
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1884

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Victorian duplex, or 'Flynn' House, constructed in 1884, at 31-33 Cecil Street, Williamstown.

How is it Significant?

The Victorian duplex or 'Flynn' House, at 31-33 Cecil Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the duplex is significant as an example of an investment pair typically located near to the investor's own residence, which is also of interest for its association with William Emmerson. (AHC criteria A4 and G1)

Aesthetically, the duplex is significant as an early example of the timber hipped roof duplex form so prevalent in Williamstown but less so in the metropolis and is notable for the early use in a metropolitan context of ashlar facing and the bay windows. It contributes to the historic character of Cecil Street. (AHC criteria E1 and F1)

History

A grocer John Flynn and his wife owned these houses, each described as of wood and five rooms, from their construction in 1884 until at least 1896 (1). The properties were leased during that time to such people as William Emmerson, a pilot; Denis Hickey, a blacksmith; Charles Olsen, a mariner and William Lewis a fireman (2). The owner, Flynn, resided at 17 Cecil Street (3).

Emmerson was born at Yarmouth in 1852 and pursued a varied seafaring life until commanding his first ship, 'Covenanter', in the early 1870s. Emmerson was licensed as a pilot in 1886, the year he leased one of these houses. His career was said to have been 'colourful but careful'. (4)

Description

The duplex at 31-33 Cecil Street comprises single-fronted Victorian cottages with verandahs, ashlar-pattern boarding to the facade, bracketed eaves and an undivided hip roof, clad with iron. Cast-iron friezes set to duplex posts, decorate the verandah of No. 31, whilst an unusual feature of both is the window bay, set beneath the verandah's concave roof.

The roof is all that survives of the verandah to No. 33 and its front fence has been replaced. No. 31 is generally original except for the sympathetic picket fence, which is of a later date.

External Integrity and condition

Integrity: High (31) Moderate (33). *Condition:* Good.

Context

Contributive to a nineteenth century residential streetscape, relating in form particularly to the adjoining duplex at Nos. 35-37, and also to Nos. 27, 29, 37A, 41, 43 and 45 and in part 27 and generally to the materials and setback of other houses in the street.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Flynn, William Emmerson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

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

It would also be desirable to restore verandah to 33 as per 31, replace fence to 33 as per 31 or as original or as typical and repaint in original or typical colours.

References

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

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

1 Sands and Kenny (later McDougall) *Melbourne Directory* (1857 - street listings) 1885

2 Williamstown Rate Books 1884-85 (441, 441a), 1886-87 (455, 456), 1896 (414, 415)

3 Sands and Kenny (later McDougall) *Melbourne Directory* (1857 - street listings) 1885

4 Evans, Wilson P. (1969) *Through the Rip* pp.199-200

Heritage Place Name	Victorian Duplex
Address	35-37 Cecil Street, Williamstown
Heritage Overlay No.	HO52
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate duplex

Significant Dates

1891

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Victorian duplex, constructed in 1891, at 35-37 Cecil Street, Williamstown.

How is it Significant?

The Victorian duplex at 35-37 Cecil Street, Williamstown is of local historic and aesthetic significance to the City of Hobson's Bay.

Why is it Significant?

Historically, the duplex is significant as a representative example of the speculative development that occurred in Williamstown during the nineteenth century. It is notable for the associations with the locally prominent Brew family as examples of investment properties, which are located near the investor's other interests. (AHC criteria A4 and H1)

Aesthetically, the duplex is significant as an intact example of the timber duplex form with a hipped undivided roof so prevalent in Williamstown but less so in the metropolis. It contributes to the historic character of Cecil Street. (AHC criteria B2 and E1)

History

George Brew, who was a fitter by trade, owned these two houses from their construction as four room wooden houses, in 1891, until near the turn of the century (1). He leased these houses to various tradespeople such as John Ambrose Warren, a plumber and William Sims, a carpenter (2).

Brew died in 1914, having succeeded another George Brew who had died in the 1860s (Lemon,

Morgan p111). He was a member of the Brew family who came to Williamstown in the 1840s and owned the adjacent Stag's Head Hotel in Cecil Street (q.v.).

Description

The pair of houses at 35-37 Cecil Street, Williamstown is a single fronted ashlar weather boarded and hipped roof Italianate styled duplex with a convex roofed cast-iron verandah. The undivided roof is clad with iron and the corniced chimneys stuccoed. The fences have been replaced.

External Integrity and condition

Integrity – High. *Condition* - Good.

Context

The duplex contributes to the historic nineteenth century residential character of Cecil Street and is related in style and form to the adjoining duplex at 31-33.

Comparative Analysis

The duplex is comparable to the adjoining duplex at 31-33 Cecil Street.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

George Brew

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No

Management objectives

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

It would also be desirable to replace front fence as original or typical and repaint in typical or original colours.

References

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

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

1 Williamstown Rate Books 1891-92 (437-438)

2 Williamstown Rate Books 1896 (412, 413), 1892-93 (431, 432)

Heritage Place Name	Stags Head Hotel
Address	39 Cecil Street, Williamstown
Heritage Overlay No.	HO53
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Hotel

Significant Dates

1887

Designer

JR Jones

Builder

Unknown



Statement of Significance

What is Significant?

The Stags Head Hotel, designed by JR Jones and constructed in 1887, at 39 Cecil Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, it is significant as one of the oldest continuously operating hotels in Williamstown, which demonstrates the upgrading of premises that occurred following changes to licensing laws in the late nineteenth century. It is also associated with the locally prominent and pioneering Brew family. (AHC criteria A4 and H1)

Aesthetically, it is significant as a near original but late example of a traditional corner hotel form which has an unusual radiused facade and valuable period details such as the arched bar window. It makes a significant contribution to the historic streetscape. (AHC criteria E1 and F1)

Socially, it is significant for its strong associations with the local community as a social centre and meeting place over a long period. (AHC criterion G1)

History

The present Stags Head Hotel, originally consisting of twelve rooms, was erected on this site in 1886 to the design of prolific local architect, JR Jones (3). The hotel was operated by Michael Brew and his wife owned and operated the hotel until at least 1910 (4)

The new brick hotel replaced an earlier timber structure as reported thus in the *Williamstown Chronicle*:

...The pile of material so long known as The Stags Head Hotel, corner of Cecil and Ann Street, will be sold at auction this afternoon by order Mr. Sims, T & F Johnson, Auctioneers.

An earlier hotel existed on this site (from c1866, D1857 1st entry) and the site adjoining (from the late 1850s). The adjoining site, which was rated as a smaller (8 rooms) wooden shop building, was in existence before 1857 when the lessees were Fisher and Smith (paper hangers) and the owner, John Brew. However, George Brew was the licensee of the Shamrock Hotel and John Brew, owner of what was later described as an 'eleven room timber hotel' from at least c1859.

Next door in Ann Street (then 50), on this site, the first Stag's Head was built around 1866, also on Brew's land (1). In c1868-69 the hotel license was transferred to Michael Brew of Malmesbury from Stephen Hannaway (A Ackerly cites '*Williamstown Chronicle*' Dec. 1869 for transfer), being a similar size and rateable value to the earlier Shamrock (2)

Description

This is a two storeyed stuccoed and parapeted hotel with a projecting radiused upper facade corner which cantilevers over a recessed corner entrance. The entry doors are curved to match the corner and half-glazed inner doors enclose the wind lock. A string mould divides the storeys and fenestration types, with drip- mouldings over flathead windows at the upper and similar mouldings over full arched and basket arched windows (matching that of the main entrance) at the lower. The main bar windows have arcaded lights. A cornice moulding spans between smooth rusticated supports, at the corner and the facade ends, whilst unaccountably the lower facade is divided off into multiple pseudo-structural bays by Tuscan order pilasters which do not extend to the first storey, terminating on the string mould.

Internally, the stair is early and there is reputedly a pressed Art Metal ceiling in the bar; there are built-in bench seats in the manner of a 'snug'. The stucco has been renewed in an unrulied form, and signs and an evaporative cooler added to the facade but it is otherwise original.

Similar radiused corner facades may be seen in Geelong but are otherwise unusual (refer The Terminus Hotel in Mercer Street, Geelong constructed in 1854).

External Integrity and condition

Integrity – High. Condition – Good.

Context

A major corner element in a nineteenth century residential streetscape providing a visually massive corner pivot and contributory period detail also possessing the traditional hotel corner siting.

Comparative Analysis

The Stags Head compares with the following nineteenth century hotels that are also cited by this Study:

- Telegraph Hotel (Former), 17 Ann Street – 1862
- Prince of Wales Hotel (Former), 1 Nelson Place – 1857
- Steam Packet Hotel (Former), 11-13 Cole Street – 1863
- Orient Hotel (Former), 55 Nelson Place – c.1870
- Napier Hotel (Former), 50 Stevedore Street - 1858
- Alfred Hotel (Former), 92 Stevedore Street – 1859-60

Thematic Context

Principal Australian Historical Theme(s)

Lodging People

Associations

Brew family, JR Jones

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to remove signs and air-cooler; repaint in original or typical colours; record window details (arcade) for restoration data.

References

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

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

1 Sands and Kenny (later Sands & McDougall) *Melbourne Directory* 1857. Williamstown Rate Books 1858-59, 1868 (364)

2 Sands and Kenny (later Sands & McDougall) *Melbourne Directory* 1870; Williamstown Rate Books 1870-71 (377).

3 *Williamstown Chronicle* 6 November & 18 September 1886; Williamstown Rate Books 1890-91 (448).

4 Sands and Kenny (later Sands & McDougall) *Melbourne Directory* 1910

Heritage Place Name	House
Address	43 Cecil Street, Williamstown
Heritage Overlay No.	HO54
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian house

Significant Dates

c.1857, c.1872

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed c.1872 (possibly with remnants of the earlier c.1857 dwelling), at 43 Cecil Street, Williamstown.

How is it Significant?

The house at 43 Cecil Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as an early dwelling, which demonstrates the development of Williamstown during the mid-nineteenth century and may contain in part one of the oldest dwellings in Williamstown. It also had a long association with the Mackrell family who played a role in the early commercial history of the city. (AHC criteria A4 and H1)

Aesthetically, it is significant as a rare and early example of a two storey weatherboard house, which contributes to the historic character of Cecil Street. (AHC criteria B2, E1 and F1)

History

One family owned and occupied this house, for the first fifty years of its existence and an earlier house on the site for twenty years before that. William Mackrell Snr., a carter, and Elizabeth Mackrell owned a house on this site and lived here from c1857. William Jnr. and family were there until at least 1910 (1). Their house was described as of wood and two rooms until c.1872 when three rooms were added or the house rebuilt, presumably giving its present two storey form.

William Mackrell Snr., carted the basalt used for the construction of the Williamstown Morgue in 1859 (q.v.) (2). He was also in partnership with Weston & Challis as butchers of the 1850s but in 1869 suicided on the Williamstown Railway. His son, William Jnr. carried on his father's carting business, in part the result of a public subscription raised to aid the bereaved family (A Ackerly: cites *Williamstown Chronicle* January 1869 suicide report, house for sale 20 February 1869). Mackrell Jnr. died in 1915 and his mother, Elizabeth, in 1920 (Lemon, Morgan p.192).

Williamstown maps of 1858, 1864 and the c.1892 MMBW plans show the house plan as is; the MMBW plans with a verandah.

Description

A two-storey weatherboarded hip roof house with a two level timber, convex roofed verandah (rebuilt) with duplex posts and cast-iron decoration; the early pattern balustrade panels possibly being original to its two storey form of c1874. Unusual four-light windows are placed central to each facade level; however, these may not be original.

An intrusive fence has replaced what presumably was picket (arrow or spade head probable); the verandah details and decoration have been altered (if not rebuilt), the convex verandah roof being typical of the late 19th century; the window groups may have replaced earlier single double-hung sashes or double lights (French doors).

The house has been renovated in a similar form, materials and detail to existing with much replacement of fabric. The verandah has been rebuilt, using a more likely panelled frieze for the construction period. The verandah balustrade has been rebuilt with a simple slatted detail with no further evidence available for reconstruction.

External Integrity and condition

Integrity – Moderate to Low. *Condition* – Good.

Context

Contributive to a nineteenth century residential streetscape, providing one of its early components and relating in setback, form, materials and detail.

Comparative Analysis

Other nineteenth century two storey timber houses in Williamstown include 62 and 63 The Strand (q.v.). Other surviving examples are rare in metropolitan Melbourne with some examples in North and South Melbourne (e.g. 1 Little Provost Street, North Melbourne, 1868) among the few known.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

William J Mackerell

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 replace fence with original or typical (i.e. arrow head picket) and to repaint as typical or original.

References

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

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

1 Williamstown Rate Books 1858-59 (202); 'Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858' shown; Sands and Kenny (later McDougall) *Melbourne Directory* 1857 no mention; Williamstown Rate Books 1870-71, (376), 1896, (408), 1874 (395); Sands and Kenny (later McDougall) *Melbourne Directory* 1905

2 Evans, Wilson P. (1969) *Port of Many Prows* p.152

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Heritage Place Name	House
Address	53 Cecil Street, Williamstown
Heritage Overlay No.	HO55
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1885

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed 1885, at 53 Cecil Street, Williamstown.

How is it Significant?

The house at 53 Cecil Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as a representative example of a speculative investment dwelling, which were constructed prior to the recession of the late 1890s. (AHC criteria A4 and H1)

Aesthetically, it is significant as a representative example of a Victorian villa, which is notable for less common elements such as the beaded boards and concave roof verandah. It contributes to the historic nineteenth century character of Cecil Street. (AHC criteria E1 and F1)

History

Between 1885 when this house, then described as five or six rooms and of wood, was built and 1896, it was owned by Henry McMasters, followed by George Brain and his wife. George Brain may have resided there c1890 but the rest of the time it was leased to Henry Hillman, a labourer, and Captain Charles Burrell, a mariner.¹

¹ Williamstown Rate Books 1885-86 (442), 1886-87 (445), 1892-93 (421), 1896 (402)

Description

A double-fronted, beaded weatherboard and hipped iron clad roof Italianate styled villa with a concave profile iron roof, timber post verandah and cast iron frieze. Broad shafted stuccoed and corniced chimneys are distinctive, whilst exceptional elements include the beaded edge boarding and concave verandah roof. The eaves bracketing and other general characteristics are typical of Victorian homes of this period. A sympathetic but later picket fence is at the frontage, while the concrete crossover and driveway is an unfortunate intrusion.

The house generally appears to be externally original with the exception of the fence and rain water plumbing.

External Integrity and condition

Integrity – High. Condition – Good.

Context

The house contributes to the nineteenth century residential character of Cecil Street, relating to Nos. 29- 45, 55 and 65.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Henry McMasters, Captain Charles Burrell

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 et al (1993) *City of Williamstown Conservation Study*

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

Williamstown Rate Books as cited

Heritage Place Name	House
Address	55 Cecil Street, Williamstown
Heritage Overlay No.	HO56
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

c.1853

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed c.1853, at 55 Cecil Street, Williamstown.

How is it Significant?

The house is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a small number of surviving pre-1860 residences in Williamstown and demonstrates the early development in the first two decades after settlement. It is also important for its strong associations with prominent early shopkeepers and Municipal representatives in the town. (AHC criteria A4 and H1)

Aesthetically, it is significant as a near original and now rare example of an early timber Victorian cottage, which possesses valuable early details such as the verandah valence. It contributes to the historic nineteenth century residential character of Cecil Street. (AHC criteria B2, E1 and F1)

History

The exact date of the house at 55 Cecil Street, Williamstown is not known, however, early records suggest a construction date of around 1853. It is known that prior to 1854 the grantee, Stone, had sold to John Watson who then sold in early 1854 to James Moxham; both prices were large and 'premises' were mentioned (1).

This house, then of four rooms and timber, was owned after 1854 by the partnership of Thomas Mason and Benjamin Culley (2). Thomas Mason (q.v.) at this time ran a clothing and drapery store in Nelson Place, operated by Benjamin Culley (3). The partnership dissolved and by the 1860s the house is owned solely by Ben Culley. ¹

From 1862 the house had a series of owners, Charles Franklin, a stevedore, (1865-1870) and later Williamstown Mayor (1869-70) who died in 1870 (Lemon, Morgan p.149); Edwin Cheshire, a boat builder (1870-1875); Thomas Greenaway, a boot and shoe maker (1876-1878); Mrs. Roberts (1878-1890); and a Mrs. Boss until 1896 (4). At various times there were tenants installed in the house. Mrs. Stevens' boarding house of c1857 preceded the engineer, R. Sewell as a tenancy; others including Charles Matthews, a boiler maker and Henry Glenister, a railway employee (5).

It is unusual in the Williamstown of last century to see such a rapid change of owners. In general ownership was surprisingly stable, especially considering the sea faring nature of many occupations. Early owners, Thomas Mason and Ben Culley, are known for their issue of tokens during the currency shortage brought on by the gold era. Some were of copper, others of wood or leather but all token issue eventually ceased by official decree, although Culley continued to issue 'paper' tokens after their partnership dissolved. Thomas Mason went on to become Williamstown's first 'Mayor' (Chairman) in 1856 and again in 1860 and 1864-65. Mason also served in the Heales Government Ministry of 1861-63 (see 151-53 Nelson Place).

Description

A double fronted weatherboarded hipped and iron clad roof Victorian house with a timber post verandah and gently radiused timber valence.

The verandah posts possibly had capitals and the present three panel door appears to be a replacement. The timber picket fence though sympathetic, is not original.

External Integrity and condition

Integrity – Moderate. *Condition* - Good

Context

The dwelling contributes to the nineteenth century residential character of Cecil Street, which also includes houses at 29-45 Cecil Street, and the adjoining 53 Cecil Street (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Watson, James Moxham, Thomas Mason and Benjamin Culley

¹ Williamstown Rate Books 1858-59 (205-06 - partners cited)

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 replace door as original or typical (six or four panel).

References

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

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

1 Williamstown Rate Books 1862-63 (214); Registrar General's Office, General Law Titles.

2 'Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858' - shown; Williamstown Rate Books 1858-59 (205 - no occupiers); Registrar General's Office, General Law Titles

3 Williamstown Rate Books 1858-59 (254)

4 Sands and Kenny (later McDougall) *Melbourne Directory* 1868; Williamstown Rate Books 1865-66 (362), 1871 (377), 1876 (419), 1880 (421), 1890-91 (439), 1883-84 (427), 1896 (401)

5 *ibid.*; Sands and Kenny (later McDougall) *Melbourne Directory* 1857 and 1860 (as 47 Cecil Street).

6 Evans, Wilson P. (1969) *Port of Many Prows* pp.42, 178-79.

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Heritage Place Name	George Hotel (Former)
Address	82 Cecil Street, Williamstown
Heritage Overlay No.	HO57
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italian Renaissance
Hotel

Significant Dates

1888

Designer

JM Anderson

Builder

George Pontin & George
Goble



Statement of Significance

What is Significant?

The George Hotel (Former), designed by JM Anderson and constructed by George Pontin and George Goble in 1888, at 82 Cecil Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, it is significant as an example of the new hotels built in Williamstown during the boom years of the late nineteenth century that demonstrates the prosperity of Williamstown during that time as well as changes to licensing laws. It is also associated with George Goble, a former Williamstown Mayor, successful commercial figure and linked with the early convict role in Williamstown's public works. (AHC criteria A4, D2 and H1)

Socially, it is significant as one of a relatively large number of early hotels situated throughout the Government Survey area of Williamstown that demonstrate their important role in the early development of the community. (AHC criterion G1)

Aesthetically, it is significant as a conservative Italian Renaissance Hotel that is distinguished by unusual cement details and high degree of integrity. (AHC criteria E1 and F1)

History

CONTEXTUAL HISTORY

Barnard (1999) notes that:

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

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

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

HISTORY OF PLACE

The George Hotel was designed by local architect, J.M. Anderson, and constructed by local builder, George Pontin, assisted by the owner, George Goble, between late 1887 and 1888 (1).

Goble and three others had carried the broken Inspector General of Penal Establishments, John Price, to his last resting place after his murder at the hands of convicts in 1857 (2). Goble resided in Cecil Street then and subsequently owned a timber hotel of seven rooms on this site, presumably erected in 1864 (3). A Williamstown Councillor in 1875-80 and 1884-85, becoming Mayor in 1879-80, he was also the owner of reputedly the first local ice works (6).

By the turn of the century Mrs. Mary Dick occupied and owned what was then a thirteen room brick hotel (4). It was delicensed in the 1920s along with other Williamstown hotels and housed persons such as Charles Tweedly (5).

Description

Two-storeyed and stuccoed, the former hotel is a conservative adaptation from the palazzos of Italian Renaissance architecture; it is also well preserved, with the exception of its parapet (presumably due to its early delicensing). Unusual cement ornament, particularly the broken pediment over the central window and the aedicule frame to those at each side, distinguishes the old hotel among other contemporary commercial buildings. The bar room window survives with its twin-arched joinery, as do the residential and bar entry doors, more typically replaced in nineteenth century hotels which have retained their licenses. A mature elm stands nearby, relating to less fortunate and less aged elms in the avenues along Cecil Street.

The parapet balustrading has been altered; the bricks painted and openings altered on the side walls. The colours are sympathetic to the period.

External Integrity and condition

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

Context

Contrasting to an adjoining mixed residential streetscape, expressing its former non-residential use.

Thematic Context

Principal Australian Historical Theme(s)

Lodging People

Associations

George Goble, Mrs. Mary Dick, JM Anderson

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.

It would also be desirable to consider removal of paint from brickwork and restore parapet as evidence allows.

References

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

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

1 Williamstown Rate Books 1887 (327), 1888 (323), *Australian Builder and Contractors' News* 26 November 1887

2 Evans, Wilson P. (1969) *Port of Many Prows* p.135

3 Parapet data; *ibid* p.72; Williamstown Rate Books 1882 (319)

4 Williamstown Rate Books 1902 (257); Sands & McDougall *Melbourne Directory* 1910

5 Evans, Wilson P. (1969) *Port of Many Prows* p.72; Sands & McDougall *Melbourne Directory* 1928

6 *Ibid*.

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Heritage Place Name	St Andrew's Presbyterian Church Complex
Address	85-89 Cecil Street, Williamstown
Heritage Overlay No.	HO58
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Gothic Revival Church

Significant Dates

1870-71, 1934

Designer

Lloyd Tayler

Builder

Goss & Fleming



Statement of Significance

What is Significant?

St Andrew's Presbyterian Church complex, comprising the Church designed by Lloyd Tayler and constructed by Reid & Stewart and Goss & Fleming in 1870-71 including the belfry added in 1934, the Parish Hall and the fence along the Hanmer Street frontage, at 85-89 Cecil Street, Williamstown.

How is it Significant?

St Andrew's Presbyterian Church 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 development of the Presbyterian Church in Williamstown as the second Presbyterian church built on an early reserve. It demonstrates the important role of the church in the significant development of Williamstown that was associated with the port during the nineteenth century. (AHC criteria A4 and D2)

Aesthetically, it is significant as a near original example of a common church style in a relatively uncommon wall material, which is the subject of a vista from Hanmer Street and enhances the historic nineteenth century character of the street. The fence is a fine example of its type, which enhances the historic character of Hanmer Street and also recalls the existence of the former Manse. (AHC criteria E1 and F1)

Socially, it illustrates the importance of the Church in the early development of Williamstown and is highly valued by the local community. (AHC criterion G1)

History

CONTEXTUAL HISTORY

Williamstown Presbyterians made a series of attempts at establishing a permanent house of worship. The first services were reputedly held in a boatshed on the site of the present Customs House. The building was also used as a carpenter's shop during the week. (1)

Funds were raised to build a more worthy meeting place which may have resulted in the erection of a wooden church and attached house for minister, James Reid, with the church opening in 1853. Meanwhile Town Surveyor and architect, William Bull, called tenders for a manse during 1856 in Lyons Street. (2)

By 1858 the need for a more substantial church was felt and in August 1859, the foundation stone of a new bluestone church was laid (3). This may have also been to Bull's design given his calling of tenders for the church late in 1859 but architect, David Ross, called tenders for the furnishing of the church early in 1860. The church was built by one Christison whose subcontractors apparently included Mitchelmore and Sons who won the tender for the roof and flooring with a price of £446/10/-. The church was completed by June 1860 (4). The earlier church, sited across Cecil Street, then became the fire engine house. (5)

After a great deal of trouble with moisture and crumbling masonry especially on the north wall and a desire to enlarge the church, it was agreed to commence works which eventuated unexpectedly with the pulling down of the church and rebuilding, using the same stone.

The most influential minister in the early history of the Williamstown Prebyterians was the Rev. John Clark who retired in 1895 after 38 years (7). During his ministry the new church was built and the organ installed in 1879. (8)

HISTORY OF PLACE

Church

The foundation stone of the present St Andrew's Presbyterian Church was laid on 22 November 1870 after the original church on this site had been pulled down after attempting repair works. By March 1871 the main body had been completed by Goss & Fleming (note: The *City of Williamstown Conservation Study* also cites Reid & Stewart) to the design of Melbourne architect, Lloyd Tayler using the bluestone recycled from the old church. The cost of the new church, which provided an additional 100 seats for parishioners, was £1550 (6).

A Fincham organ was installed in 1879, and in 1934 the belfry was finally added to the tower.

The present name was not bestowed on this church until 1925 (10).

Manse

A Manse was constructed in 1887 to the design of CJ Polain at the rear of the church facing Hanmer Street (9), and an impressive cast iron fence along the Hanmer Street frontage was presented by Captain Ruffle. The Manse was demolished during the 1960s, however, the fence was retained.

Description

St Andrew's, Williamstown, is a gabled and slated roof, random basalt rubble Gothic Revival church in the Early English manner, with a central parapeted bell tower which also forms the entrance porch and provides the vehicle for most of the ornament. Simple pointed arch windows, with stucco dressings in the nave outnumber the few traceried and grouped lights set in the tower. Norman-like castellations fringe the octagonal corner piers at the tower's junction with the church whilst corner buttressing echoes this effect at the outward corners. Arcading to the tower parapet, belfry louvres, pinnacles, quatrefoil friezes and masonry cappings provide further ornament. A stuccoed vestry has been added at the rear.

There is a large gabled hall at one side facing Cecil Street, and at the rear there is an impressive cast iron fence and gates along the Hanmer Street frontage, which formerly enclosed the now demolished Manse. (refer photograph, Williamstown Historical Society, OW-237).

(Note: The interior has not been inspected)

External Integrity and condition

Generally original except for the removal of the original spade head picket fence at the Cecil Street frontage, the tiling of the vestry roof, and the removal of the manse.

Context

Isolated in the Cecil Street context but, the subject of a distant view from Hanmer Street through the fine fence and gates which continue the building line past the void created by the loss of the manse.

Thematic Context

Principal Australian Historical Theme(s)

Making Places for Worship

Associations

Presbyterian Church, Lloyd Tayler

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to repaint trim in original colours (Refer to early photograph OW-237 held by Williamstown Historical Society), remove all paint from stuccowork and re-roof rear vestry in slate or iron.

References

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

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

1 Lim & Phuah (n.d.) *St. Andrew's Presbyterian Church, Williamstown* pp.2-7; Evans, Wilson P (1978) *Port of Many Prows* p.173f; *Williamstown Chronicle* 2 October 1869

2 *Australian Builder* 26 September 1856.

3 *Williamstown Chronicle* August 1859.

4 Lim & Phuah loc. cit., p.7; *Williamstown Chronicle* 24 December 1859.

5 *Williamstown Chronicle* 16 6 1860

6 Lim & Phuah loc. cit., p.7; *Williamstown Chronicle* 11 March 1871 & 26 November 1870

7 *Williamstown Chronicle* March 1895

8 Lim & Phuah loc. cit., p.9.

9 *Williamstown Chronicle* 14 May 1887

10 Lim & Phuah, loc. cit., p.2.; *Williamstown Chronicle* 14 July 1934; see Williamstown Historical Society photographic collection

Joan Ridley, 2001 notes timber ceiling internally.

Heritage Place Name	Robertson Reserve Dutch Elms (former Market Reserve)
Address	105 Cecil Street, Williamstown
Heritage Overlay No.	HO59
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Significant Trees

Significant Dates

c.1890-1920

Designer

Not applicable

Builder

Not applicable



Statement of Significance

What is Significant?

The Elms at Robertson Reserve (former Market Reserve), 105 Cecil Street, Williamstown.

How is it Significant?

The Elms at the Robertson Reserve are of local historic and aesthetic significance to the City of Hobson's Bay.

Why is it Significant?

Historically, they demonstrate the early development of the Market Reserve, which was one of the first public reserves set aside in Williamstown and assist in illustrating prevailing attitudes to landscape design of public places during the late nineteenth and early twentieth century. (AHC criteria A4 and D2)

Aesthetically, they contribute to the historic cultural landscape character of the reserve and the surrounding precinct. (AHC criterion E1)

History

The exact planting date of the trees within the Robertson Reserve is unclear. The 1907 MMBW Detail Plan No. 39 of the area shows street trees in Cecil and Hanmer Streets, as well as trees all around what remained of the old Market Reserve. The Cecil Street and Market Reserve trees were presumably elms. Elms were known to have been used by Council in other locations in Williamstown at this time and they were also popular street trees in urban areas during the late nineteenth and early twentieth century.¹

A 1924 aerial view shows the complex with thick tree planting around the school reserve perimeter inside and out, particularly next to St Mary's, but the market reserve trees appear to have just been planted and are immature or intermittent. This indicates possible replanting at some stage early in the twentieth century (after WW1) or stunted growth from the earlier MMBW plan date of 1907.

Description

The Robertson Reserve (former Market Reserve) contains the following significant trees:

- 6 Elms along the south (Hanmer Street) boundary.
- 5 Elms on the west (Cole Street) boundary.

Botanica (1997) provides the following description:

Dutch Elm (Ulmus x hollandica)

This hybrid name covers several clones believed to originate from crosses between Ulmus glabra and U.minor. Their glossy, dark green leaves are mostly smaller and less raspy than U. glabra leaves, and broader and shorter stalked than those of U.minor. The original, now referred to as 'Hollandica', has broad, rounded leaves. ... 'Vegeta', the Huntingdon elm (an old clone), bears pale yellowish green leaves in flattened sprays.

Condition

Varies – Fair to Good.

Context

The trees are related to other mature exotic trees in this area used as street planting in Cecil, Cole and Hanmer Streets and in the grounds of the Williamstown Primary School.

Thematic Context

Principal Australian Historical Theme(s)

Developing cultural institutions and ways of life

Associations

Williamstown Council

¹ Patrick (1998) *City of Hobsons Bay Elm Tree Study*

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, with tree controls added
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Recommended

Management objectives

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

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

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

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- MMBW (1907) Detail Plan No. 39 (scale 40':1")
- Botanica on CD-ROM (1997) Beaver Multimedia Pty Ltd (Random House Australia)
- Patrick, John (1998) *Elm Tree Study for the City of Hobsons Bay*

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Heritage Place Name	Williamstown Primary School No. 1183
Address	111-119 Cecil Street, Williamstown
Heritage Overlay No.	HO60
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local & State
(VHR H1639)

Style & Type

Italian Romanesque and
Federation Schools and
significant trees

Significant Dates

1878-1907

Designer

HR Bastow (1878)
GW Watson (1906)

Builder

Beauland & Spencer (1878)
Shillabeer & Hallett (1906-
07)



Statement of Significance

What is Significant?

The Williamstown Primary School No. 1183 complex, comprising the original school designed by HR Bastow and constructed by Beauland & Spencer in 1878, the Infant School designed by GW Watson and constructed by Shillabeer & Hallett in 1906 and the Moreton Bay Figs, Canary Island Pines and Elms at 111-119 Cecil Street, Williamstown.

How is it Significant?

The Williamstown Primary School No. 1183 complex is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it was the first government school established in Williamstown and the 1878 school boldly illustrates the optimistic new era of secular education made possible by the Free Education Act of 1872, while the 1906 infant school illustrates the change in educational philosophy during the early years of the twentieth century toward the provision of buildings to serve the particular needs of very young children. The complex as a whole forms part of an important group of public buildings, which

dramatically illustrate the significant development that occurred in Williamstown during the late nineteenth century and is also important for its associations with people such as HR Bastow, John Longstaff, Sir John Norris CAM and Dr. George J. Jenkins. The mature trees are important for their associations with the important early period of development of the school and illustrate prevailing attitudes to landscape design of public places during the late nineteenth and early twentieth century (AHC criteria A4 and D2)

Aesthetically and architecturally, the 1878 school is significant for the impressive design by the notable government architect, HR Bastow, which was reputedly cited as the best school in the Australian Colonies by its contemporaries. The design, which was executed using a relatively uncommon material (basalt) achieved the full articulation of the various architectural elements generally used under Bastow such as the distinctive 'E' plan, crossing spires, intersecting roof gables and semi-detached round tower. The 1878 school is also part of a public building precinct where local stone is prevalent. Architecturally, the 1906 infant school by GW Watson incorporated new and innovative design features, which influenced school design for years to come. The setting of the school is enhanced by the mature exotic trees, which contribute to the historic cultural landscape in this area. (AHC criteria E1 and F1)

Socially, the school is significant for its strong associations with the development of Williamstown during the nineteenth and early twentieth century. (AHC criterion G1)

Note: Building and associated land are also included on the Victorian Heritage Register as VHR H1639.

History

The first Williamstown State School opened in the Mechanics' Institute during 1873 and extended to the Temperance Hall in 1875, awaiting the 1877 tenders for construction of the new school, which was designed by Education Department architect, Henry Bastow. By 1876, the Temperance Hall, Mechanics' Institute and the Methodist Church were all needed to provide accommodation for the school, which was attracting 760 pupils.

Costing over £6800 and using basalt quarried from the school grounds, the new school was opened in September 1878 by the Hon. William C. Smith, Minister of Public Instruction, on what had been part of the Market Place Reserve. The contractors were Beauland & Spencer and their proposed completion date an optimistic January 1877 (1). A model of the school was subsequently sent to the 1878 Paris exhibition as an example of a school constructed in the Australian colonies (A Ackerly).

Under head teacher, JE Russell, the average attendance reached 1,283 in 1892 housed in the 13 rooms originally built. The ground level E-shape plan had a central hall opening into the masters' office and a lobby which communicated with five classrooms on each side of the hall. Entrances at the ends of the 'E' allowed access to a further four classrooms; the upper level had one classroom sized at 50 feet by 20, around the typical size for most rooms. The design was also used at Urquart Street, Ballarat (SS2103), but was constructed in brick. (2)

By 1887 the school was also used by the Williamstown School of Design for evening classes; John Longstaff, among others, being a drawing master.

In 1906-07 a new infant school designed by George William Watson of the Public Works Department was constructed by Shillabeer and Hallett. The opening of the infant school is described by Burchell (1999) as follows:

Wednesday 6 February 1907 was a gala day for Williamstown. A large crowd had gathered at the market reserve in the bright afternoon sunshine to witness the official opening of the new infants school, '... the best school building the Victorian Education department had ever designed and put up'. The Premier Tommy Bent arrived in his 'superb motor car' accompanied by the Minister of Public Instruction, Arthur Sachse and his wife, the Director of Education, Frank Tate, and the two local members of Parliament. After the party had inspected the interior of the building, and listened to the children sing 'Rule Britannia' the Premier, amid cheers of those assembled, gingerly climbed on top of the table provided and proceeded to congratulate them and his government on the possession of '... the finest school in the state for ventilation and picturesque view'. It would, he said 'afford to the children of God's own country an opportunity of being educated under the best conditions'.

The construction of the Infant School was one of the results of the Fink Commission (1899), whereby investigations into kindergarten conditions in Victorian schools were undertaken on behalf of the Education Department by Miss Eva Hooper who was a lecturer with the London School Board. On the basis of Miss Hooper's recommendations, Williamstown was one of a total of 53 Infant Schools erected in Victoria between 1901 and 1939. Heritage Victoria (1998) observes how the Infant Schools were:

.. testimony to a new ambition. They were buildings whose exteriors were less important than the function of the interior spaces...The provision of schools designed for the particular needs of very small children was a new phenomenon in Victoria. A greater emphasis was placed on hygiene, lighting and ventilation. Greater consideration was given to the way school buildings might contribute to teaching practice, particularly in developing the child's aesthetic sense.

The first infant school was constructed at Armadale in 1901 and six others were added throughout the metropolitan area by the end of 1902. The infant school at Williamstown was the first large school to be built 'as far as (was) practicable' in accordance with the decisions made at a 1905 conference of senior Department officers, senior architects of the Public Works Department and the Chairman of the Board of Health, which composed '... a memorandum giving in detail the conditions to be observed in planning and erecting future school buildings as regards lighting, ventilation, accommodation etc'. (5)

The classroom size used at Williamstown (26'6"x24') was dictated by a new standard desk size adopted after the 1905 conference and became the model used for the next 40 years. The larger classrooms resulted in a larger central hall space, which 'Freed from the encumbrance of cloak and lavatory accommodation, which was now housed in outlying adjacent rooms .. was the largest single space ever seen in a Victorian state school'.(6)

The exact planting date of the trees within the school grounds is unknown, however, the size and maturity of many of the trees suggests that at least some date from early in the twentieth century. It is believed that they were planted sometime between the construction of the first school in 1878 (An early photograph, undated but presumed just after the 1878 construction date, of the grounds shows no vegetation) and 1924, when an aerial view shows the complex with thick tree planting around the school reserve perimeter inside and out, particularly next to St Mary's.

Description

1878 School

The Williamstown Primary School No. 1183 constructed in 1878 is a quarry faced basalt masonry school designed after the Italian or French Romanesque in general character, with intersecting gabled and slated roofs, a central major wing with plate tracery to the upper window and a flanking circular tower with spire and belfry. Freestone was used around the window groups of two and three and at the wall cappings, whilst minor spires were originally raised over the gable crossings of the two end wings. Comparison may be made with the Footscray school of 1881 (stone gabled and towered), Urquart Street school of 1878 (towered, gabled but of brick) whilst many brick schools also use the E-shape plan, usually with a square roof tower, however.

Changes to the original fabric include:

- One and two storey timber wings were added early in the twentieth century on the west facade and large multipaned window groups were introduced on the north, west and east facades replacing many of the original window groups.
- The picket boundary fence has been replaced
- Temporary classrooms added clumsily to the east façade
- A skillion addition has been placed on the north wing on the south-west corner
- The crossing spire of the north wing removed
- The slate to the spire replaced with painted sheet iron
- Finials removed from the gables
- The freestone (?) painted
- The closing in of the belfry windows and ventilators added to the ridge (3).

- The demolition of the northern spire after footing failure (A Ackerly)

1907 Infant School

The 1907 School is a Federation building, typically constructed of red brick with a less typical slate roof. Symmetrical in plan, it comprises six classrooms of equal size placed around a centrally located hall with former cloakrooms connected by short passages at either ends. The major roof form to the hall is expressed as a half hip/half gable with the classroom roofs expressed as a series of projecting gables. Significant original features include:

- Strapwork to the gable ends
- Tall chimneys with stucco tops and terracotta pots.
- Domed octangle turrets for the hall ventilators and smaller ventilators for the classrooms
- Groups of four tall multipaned double hung and hopper windows to the classrooms – One window has been replaced by an external door at a later date.

The interior of the hall is described by Burchell as follows:

Boldy curving pressed steel panels spring from an acanthus cornice to make the transition from the side walls to the horizontal ceiling twenty-four feet above. In both end walls there are windows with colourful leadlighting in the Art Nouveau style. (4)

Trees

The school grounds contain the following significant trees, which are generally located along the frontages of the school to Cecil, Parker and Hanmer Streets:

- Three Moreton Bay Figs
- Two Canary Island Pines
- Several Elms, generally 13-14m high.

Botanica (1997) provides the following descriptions:

Moreton Bay Fig (Ficus macrophylla)

A large, spreading evergreen tree, this species occurs naturally in coastal rainforests of eastern Australia. It grows to about 130 ft (39 m) with a spread nearly as great and a buttressed trunk. It bears large, leathery, dark green leaves with rust-toned undersides, and abundant fruit that turn reddish brown when ripe.

Canary Island Pine (Pinus canariensis)

This moderately fast-growing tree from the Canary Islands, though adaptable and tolerant of dry conditions, prefers an open, sunny spot where the soil is rich and moist yet well drained. It matures to a spreading tree, up to 80 ft (24 m) high. The upright trunk has reddish brown, fissured bark. The densely packed, shiny, grass-green needles are 12 in (30 cm) long and are carried in groups of three. The oval, brown cones are 8 in (20 cm) long

Dutch Elm (Ulmus x hollandica)

This hybrid name covers several clones believed to originate from crosses between Ulmus glabra and U.minor. Their glossy, dark green leaves are mostly smaller and less raspy than U. glabra leaves, and broader and shorter stalked than those of U.minor. The original, now referred to as 'Hollandica', has broad, rounded leaves. ... 'Vegeta', the Huntingdon elm (an old clone), bears pale yellowish green leaves in flattened sprays.

External Integrity and condition

Integrity – Moderate. Condition - Good

Context

The Williamstown Primary School No. 1183 complex is a major element in the historic group of public buildings in this area. The 1878 building relates in terms of style and materials to St Mary's Catholic Church on the opposite side of Cecil Street. (q.v.)

Thematic Context

Principal Australian Historical Theme(s)

Establishing Schools

Associations

Victorian Colonial Government, Henry R Bastow, GW Watson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, with interior and tree controls
Heritage Victoria Register:	Yes – (VHR H1639 - 1878 building and associated land)
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 to guide future use and development on this site.

References

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

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

Burchell, Lawrence (1999) *Halls for Learning*

Heritage Victoria (INHERIT - Issue 4 Summer 1998) *Inspired schools for youngest students*

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

1 Burchell, L. *Vision and Realization* Vol.3 p.56f; Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5 July 1858, SS1183 Building File (VPRS 795, 641-2)

2 *ibid.*; Burchell, p.148

3 *ibid.*

4. Burchell *Halls for Learning* p.29

5. Burchell *op cit* p25

6. Burchell *op cit* pp.28-29

Ridley, Joan (2001) notes bricks from Footscray, queries if stone also from Footscray. Believes that medal given for design at Paris International Exhibition.

Additional Images

The image on the front page of this citation shows the 1878 School, while the image below shows another view of the school, framed by trees including a Moreton Bay Fig (left) and a Dutch Elm (right) along the Cecil Street frontage.



Heritage Place Name	St Mary's Roman Catholic Church Complex
Address	116 Cecil Street, Williamstown
Heritage Overlay No.	HO61
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Gothic Revival Church & Presbytery, Interwar school & hall.

Significant Dates

1858-72, 1933 (Church)
1876, 1903 (Presbytery)
1925 (School & hall)

Designer

William Wardell (1858)
WP Connolly (1933)
Bart Moriarty (1925)

Builder

Bart Moriarty (1925)



Statement of Significance

What is Significant?

St Mary's Roman Catholic Church complex, comprising the Church designed by William Wardell and originally constructed between 1858-72 with later additions, the Presbytery constructed in 1876-77 and enlarged in 1903 and the School and Parish Hall designed and constructed by Bart Moriarty in 1925, at 116 Cecil Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, the church is, in part, the earliest surviving example in Williamstown serving the town's earliest Christian parish, while the presbytery is one of the earliest surviving ecclesiastical residences in the area from the nineteenth century. The church is of interest as an example of the work of William Wardell. (AHC criteria A4 and D2)

Socially, the complex illustrates the importance of the Catholic Church in the formation and development of the Williamstown community. (AHC criterion G1)

Aesthetically, the buildings form part of an intact complex, which illustrates the history of the church on this site over a long period. The church is an unexceptional design but it is a large and near original example of a common church form which achieves landmark quality because of its simple design, sombre materials and relatively large scale, which is emphasized by the spire. Although in a somewhat clumsy and common ecclesiastical style, the Presbytery is important as a near original and a contributing part of this complex. Together, the buildings contribute to the historic character of the public buildings within this precinct. (AHC criteria E1 and F1)

History

Contextual history

This two acre reserve was granted to the Roman Catholic Church in December 1849, in response to a request for a suitable site lodged on the 5 October 1843 (1). Over the next twenty years three churches were constructed here and for a time during the period 1859-1861 all three could be seen together in various stages of completion, construction and dilapidation.

The first church which doubled as a school was built of timber with wooden shingle roof in May 1842 by Langhorne Brothers costing £35 (1). It measured 28'x20' and was demolished in 1861.

The second church, a bluestone chapel-school 60'x20', was commenced in 1853. However the foundation stone was not laid until 24 September 1854 (2) after £2000 had been spent on construction (3). The roof was being added by December 1854 (4) and Bishop Goold officially opened it 16 January 1856 (5). The total cost was £3316. It was demolished in 1887 (6).

A new church became necessary following a marked increase in the parishioners, augmented by travellers from passing ships and the boys from the government reformatory ship, the *Nelson*. Accordingly, construction of the present St Mary's, the third church building, was commenced late in 1858 (7) with the foundation stone being laid on 25 September 1859 (8).

The Revs. Gerald Ward and Francis Moore were the first resident Parish Priests in 1853 after the creation of both Melbourne and Williamstown parishes in 1839. Prior to their arrival services had become more frequent after being initially only once a quarter. These sermons were given from the Melbourne parish of St. Francis; the first being by the Rev. Patrick Geoghegan in May 1839. (17)

Later Parish Priests during the nineteenth century included: Rev. Patrick Geoghegan (briefly in 1853), Fr. L.B. Schiel (1853-60), Fr. Verling (1860-61), Rev. Downing (1861-64), Fr. Neville, Fr. Riordan, Fr. Donovan, and Rev. McGillicuddy who came to Williamstown in 1870 before going to Echuca in 1877.

History of Place

Church

The opening ceremony for the present St Mary's, the third church on this site, was performed by Bishop Goold on 17 November 1872, 14 years after construction had originally commenced (10). Even then it was still not fully complete: As was the case with many large Catholic churches St Mary's did not gain its transepts and spire until 1933. In May 1933 a tender was let to Mr V Dynan (11) for £8139 to construct one additional bay to the nave and side aisles, two side chapels, transept, sanctuary, two sacristies, tower and spire. The roof slating, guttering and flooring were renewed and the lower windows altered on the existing building. The architect for this work was WP Connolly and the project completed in six months. The opening and blessing of the church was carried out by Archbishop Mannix on 3 December 1933 (11).

The initial construction of the present St Mary's was marked by setbacks and delays. Work commenced in 1858 only to cease in 1861 with the walls just 12' to 14' high. On 14 February 1869, in anticipation of recommencing work, it was found that William Wardell's original plans could not be found and two architects, TA Kelly and Mr Barry, submitted alternative plans to the Bishop who was unwilling to make a choice. The Building Committee eventually chose TA Kelly but work did not recommence.

On 21 March 1871 the Parish Priest, Fr. McGillicuddy, reported that Wardell's plans had been found and that the Bishop desired that they be adopted. As Wardell was the architect originally employed, he desired that the work again be placed in his hands. Fr McGillicuddy "expressed regret that we were thus compelled to take the work out of Mr Kelly's hands" (9). The first contract went to local builders, W.H.Goss & Co. but work only recommenced some time after 28 March 1871 when Fr McGillicuddy was authorised to enter into a contract. Four bays of the nave and side aisles and a temporary chancel were constructed (approximately half of the present church) at a cost of £4000.

William Wardell's son, architect, Bernard F. Wardell, claimed the final design when it reached substantial completion late in 1872 but this has been queried because of his age (20 years). The Australian Architects Index gives two entries for work done under Bernard's name in the period 1867-1872 and Lewis (1991 - ed) cites Bernard and instrumental in the design under William Wardell in *Victorian Churches*.

Presbytery

The first presbytery was a rough wooden house built of split palings in 1853 for Fr Geoghegan, the pioneer Catholic priest of Melbourne (12). Two years later, a small stone wing was built in front of this (13). The front section of the present stuccoed brick presbytery was built by a Mr. Radden for Fr. John McGillicuddy in 1877, costing £1500, however, McGillicuddy was to leave the parish before its completion. In 1903 the presbytery was enlarged on both levels by MR Meyers, costing £650 (14). Part of the old bluestone section was incorporated in the design but this was demolished in 1950 (15).

Parish School & Hall

The new Parish School and Hall complex was designed and constructed in 1925 at a cost of £12,600 by Bart Moriarty. The first function, a concert, social and dance was held in the new hall on 5 December 1925, while the official opening and blessing of the new school took place on 10 January 1926 when speeches were made by Archbishop Mannix, Father Michael Flannery and the Mayor of Williamstown, Cr. JJ Liston.

A front page article in the 12 December 1925 edition of the *Williamstown Advertiser* provided the following description:

The parishioners of St Mary's, Williamstown, are justifiably proud of their magnificent new buildings. In a civic sense, the stately edifice at the corner of Cecil and Parker Streets is proof of the progress of Williamstown.

The new complex replaced the 1887 brick school and timber hall; the former building was demolished while the latter was cut into sections and relocated to serve as the church and school for the parishioners of Altona.

Description

Church

St Mary's, Williamstown, is a large, coursed basalt rubble Gothic Revival church, with freestone dressings, a raised gabled nave, skillion side aisles and a cruciform plan, all in the manner of an Early English parish church. Other significant original features include:

- An octagonal stone spire and belfry that rise from the detached asymmetrically placed square tower and possesses four gablets over the belfry louvres.
- Large traceried windows reserved for the transepts whilst the main western elevation is simply conceived with lancet windows placed between buttresses. Clerestory windows are in threes and are placed between the stepped buttresses matching in placement the aisle windows which are in pairs surmounted by oculi.
- Freestone quoining and window aprons used for openings and corners with the patina it now possesses combining with the basalt to produce a generally sombre but homogeneous appearance to what is a large simple form where detail is already at a minimum.
- Internally the ceiling is 'open timbered' with enriched wrought-iron trusses supported by arcading on each aisle.

Existing hedges and nearby mature trees provide a sympathetic setting.

The original scalloped profile, spade-head picket fence has been removed, but otherwise the church is externally generally original to the reopening date.

Presbytery

A two storey asymmetrically planned stuccoed brick, verandahed and slated gabled roof house with English Medieval stylistic attributes. Pointed Gothic arches, grouped chimneys, the trussed gables, window drip moulds and the parapeted window bay are all details from this period and typically ecclesiastical, if combined in a clumsy fashion - particularly the verandah infill between the two gabled wings and its end wall openings juxtaposed unhappily with those in the adjoining bay.

The verandah to the Presbytery has been altered in detail, while the perimeter fence (as for the church) has been removed.

School and Parish Hall

The Parish Hall is a two storey interwar building constructed of red brick with a gable roof, which is built to the property line facing Cecil Street with the long side elevation extending along Parker Street. 'St Mary's Parish Hall' is rendered in letters above the centrally located entrance, which has a small porch with a tiled roof supported on brick and rendered piers.

Of similar design, the Parish School is attached to the Hall and extends along the Cecil Street frontage. Part two storey and part single storey, the entrance is through a similar porch at the eastern end.

Parish centre

A new parish centre has been erected between the Church and the Presbytery.

External Integrity and condition

Integrity – High. Condition - Good

Context

St Mary's Roman Church complex occupies an island site which adjoins other public building sites such as the former Post Office and Williamstown Primary School to provide a public building precinct of which this church and the nearby basalt school are related and provide visual foci with their spires.

Comparative Analysis

Comparable asymmetrically towered stone churches include St Mary's, Dunolly (1869-71); St Patrick's, Port Fairy (1857-); St George's, Geelong (c1861); St Andrew's, Colac (1877); Congregational Church, Williamstown (1869-79); Presbyterian Church, Toorak (1875-76) and Wesley Church, Melbourne (1857-58); and among the many, in this conservative Gothic style, which do not possess towers (Holy Trinity, Nelson Place).

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Establishing Churches

Associations

Roman Catholic Church, William Wardell

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	Yes

Management objectives

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

It would also be desirable to:

- Reconstruct fences as photographic evidence allows (refer *Some of the Fruits of Fifty Years*, p.32f)
- Investigate the original painting and detailing of presbytery and restore or reconstruct as appropriate.

References

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

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

Much of the history derives from research carried out by Cliff W Gibson, citing the following sources:

1. Fr Geoghegan, 5 October 1843, letter to CJ La Trobe, Superintendent of Colony at Port Phillip; Denominational Schools Board (DSB) Inspectors Report, March 1851; James Wallace, teacher, 21 June 1846, letter to DSB; Colonial Secretary, 8 December 1849 to Superintendent of Port Phillip; Surveyor General, 8 March 1852 letter to Colonial Secretary.
2. Fr Geoghegan, 3 December 1855 letter to DSB.
3. Fr Geoghegan, 26 September 1854, letter to DSB.
4. Fr Geoghegan, 18 December 1854, letter to DSB.
5. *The Age* 17 January 1856.
6. *Advocate* 25 June 1887.
7. Fr Geoghegan, 12 1858, statistical return to Bishop of Melbourne.
- 8 *The Argus* 26 September 1859.
9. St Mary's Building Committee minute book 1867-71.
10. *The Argus* 18 November 1872.
11. *Williamstown Advertiser* 6 May 1933, 2 December 1933.
12. Ebsworth, W. (1973) *Pioneer Catholic Church*. p.304
13. *Advocate* n.d.;
14. *Williamstown Advertiser, Melbourne Punch* 1904.

Other references:

- Gibson, CW (1992) *150 Years of Catholic Education in Williamstown. 1842-1992. A History of St Mary's School, Williamstown*.
- *Some of the Fruits of Fifty Years* p32f.
- Evans, Wilson P (1969) *Port of Many Prows* p.171.
- Phillips (1976) *Lift up Your Hearts* p15.
- *Advocate* 18 & 25 February 1871, pp.5-6, 23 November 1872, pp.6, 25 June 1887 p.15.
- *Williamstown Chronicle* 15 November 1870 p.3.
- Lewis, M. (1977) *Architectural Survey. Summary report to Australian Architects Index*.
- Lewis, M. (1991) *Victorian Churches* p.88 cites Bernard and instrumental in design under W Wardell.

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Heritage Place Name	'Morgan's Houses'
Address	135-137 Cecil Street, Williamstown
Heritage Overlay No.	HO62
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian basalt duplex

Significant Dates

1875

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The attached basalt houses, constructed in 1875, at 135-137 Cecil Street, Williamstown.

How is it Significant?

The attached basalt houses at 135-137 Cecil Street Williamstown are of local historic and aesthetic significance to the City of Hobson's Bay.

Why is it Significant?

Historically, it is significant as an example of an investment building built for a prominent Williamstown businessman and local councillor, John Morgan. It demonstrates the speculative development that was associated with the prosperity of Williamstown the port during the mid to late nineteenth century. (AHC criteria A4 and H1)

Aesthetically, it is significant as a near original duplex with the rare and unusual combination of two frontage widths and an undivided roof (more common in Williamstown) which nevertheless appears, with its verandahed facade as a balanced design albeit and is constructed from a relatively uncommon material (basalt). It contributes to the historic character of Cecil Street. (AHC criteria B2, E1 and F1)

History

By 1859 there were two wooden dwellings, one of two rooms and the other three rooms, and a timber yard owned by John Morgan a butcher on the site of 135-37 Cecil Street. He lived in one and leased the other to various tenants such as William Smith, Charles William King and Thomas Arthur until 1874 (1).

In 1875, on land still owned and occupied by John Morgan (in company with George Morgan, agent and wood and coal merchant), the old timber dwellings were replaced in stone - No. 137 was of six rooms and No. 135 was of four. He leased them for the next 20 years or so to a great number of tenants from a variety of occupations having established his home and an investment building to the north, - e.g. Thomas Foster Johnson, an auctioneer, lived in No. 137, so did John Kingston and Samuel Rennie, a customs official. No. 135 Cecil Street was occupied over the same period by Henry Meese, a carpenter, Walter Paterson, an ironmonger and Alfred Sykes and James Sykes who both were mariners (2).

John Morgan is a well known Williamstown name, so much so that in the *Melbourne Directory* of 1872 the name is listed five times in Williamstown and once in the sister city of Sandridge. The pursuits of the town's two John Morgans ranged from that of hotelier at the Rose of Australia, Ferguson Street, to 'outfitter' in Morris Street. Reputedly, the two Morgans were dubbed 'Morgan 1' and 'Morgan 2' by local newspapers, as derived from their respective arrivals in Council (A Ackerly).

'John Morgan 1' was J. Morgan and Co., shipping broker of Nelson Place, in 1866, whilst George Morgan operated the wood and coal yard formerly on this site. Morgan advertised his dual role as 'family and shipping butcher' from his Nelson Place premises in the 1870s, becoming more active as an auctioneer and shipping agent in the 1880s (Ada Ackerly: *Williamstown Chronicle* 11 April 1882). Morgan was also a councillor and mayor. George Morgan remained a coal and wood merchant.

The other John Morgan, a baker and hotelier, was equally prominent in Williamstown also in civic areas such as municipal government, the Mechanics' Institute and Williamstown Hospital (3). This Morgan shared municipal councilor status with the other during the early 1870s (1871-73)

Description

A double fronted and single fronted basalt hipped roof (slated) and verandahed Victorian duplex. The verandah roof has a convex profile in corrugated iron, the cast iron friezes are panelled and the posts of timber. Stuccoed chimney cornices and shafts provide the balance of the ornament.

Changes to the original fabric include the sympathetic replacement of the front fences.

External Integrity

Integrity – High. *Condition* – Good.

Context

An important early element in the historic Cecil Street precinct, sharing form, setback and ornament.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Morgan

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to remove paint from stone by an approved method.

References

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

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

1 Williamstown Rate Books 1858-59 (461); 1859-60 (470-71); 1862-63 (504-05); 1870-71 (334-35).

2 Williamstown Rate Books 1876 (385-386), 1896 (367-68), 1892-93 (385-86), 1886-87 (411-412), 1880 (386-87).

3 *Williamstown Chronicle*, 12 August 1870; Elsum, WH (1934) *The History of Williamstown* pp.14, 72-74, 97, 106 & 117

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Heritage Place Name	House
Address	160 Cecil Street, Williamstown
Heritage Overlay No.	HO63
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Italianate terrace house

Significant Dates

1875

Designer

Michael Egan

Builder

William Pearson?



Statement of Significance

What is Significant?

The house, designed by Michael Egan and constructed in 1875, at 160 Cecil Street, Williamstown.

How is it Significant?

The house at 160 Cecil Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it demonstrates the significant development of Williamstown associated with the growth of the port during the mid nineteenth century and is also notable for its strong associations with William Pearson. (AHC criteria A4, D2 and H1)

Aesthetically, it is significant as an intact and locally rare example of a two storey Victorian Italianate terrace house form constructed in brick, which retains original detail including an early front fence. The quality of the dwelling expresses the social importance of William Pearson at the time it was constructed. (AHC criteria B2, E1 and F1)

History

Melbourne architect, Michael Egan, advertised for tenders for the construction of a two storey brick

house for Cr. William Pearson in 1875. It is possible that the house was constructed either by Cr. Pearson himself or his brother, Joseph, who was also a contractor. The City of Williamstown Rate Books show that the house was rated by 1876. William Pearson continued to reside in the house until his death in 1922.

William Pearson was a Williamstown Councillor from 1873/74 to 1885/86 and served a term as Mayor in 1877/78.

Description

The house at 160 Cecil Street, Williamstown is a two storey Victorian Italianate terrace house constructed in brick in the Italianate style. Notable or original details include:

- The rich decoration, typical of the Italianate style including the parapet (complete with urns), cast iron posts, frieze and balustrade to the verandah.
- Three double hung windows to the upper façade, and the tripartite window and front door with sidelights to the lower façade.
- The early cast iron palisade fence.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

This house contributes to the historic nineteenth century character of Cecil Street.

Comparative Analysis

Although relatively common elsewhere in metropolitan Melbourne, two storey Victorian brick terrace houses are rare in Williamstown. Comparative examples include 75-77 Cole Street, 10-11 The Strand, and 14 The Strand, Williamstown.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs.

Associations

William Pearson, Michael Egan

Recommendations

Statutory protection

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

Management objectives

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

References

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

Williamstown Rate Books 1876 (354), 1885-86 (366), 1892-93 (345), 1896 (325), 1902 (288)

Williamstown Advertiser. 1922.

Heritage Place Name	House
Address	185 Cecil Street, Williamstown
Heritage Overlay No.	HO64
Heritage Precinct(s)	Cecil Street Heritage Precinct Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1869

Designer

Unknown

Builder

John Dollman?



Statement of Significance

What is Significant?

The house, constructed in 1869 by John Dollman, at 185 Cecil Street, Williamstown.

How is it Significant?

The house at 185 Cecil Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of a small number of pre-1870 houses in Williamstown and is therefore important for its ability to illustrate an important phase of development of the city when it was the main port of Melbourne. (AHC criteria A4, B2 and D2)

Aesthetically, although altered it is significant as a recognisable early cottage that retains its distinctive form and detail such as chimneys. (AHC criteria E1)

History

The exact date of the house at 185 Cecil Street, Williamstown is not known, however, City of Williamstown Rate Books indicate that it was constructed in 1869 for John Dollman, who is described as a carpenter and builder. It is therefore possible that Mr Dollman constructed the house himself.

The Rate Books show that a two room timber house with a N.A.V of £13 existed on this site as early as 1866 when it was owned by a Christopher Caldwell and occupied by a John Pennell. The description then remains essentially the same until 1869 when John Dollman becomes the owner

and the description changes to a house of 4 rooms with a N.A.V of £52. By 1870, an extra room has been added, and by 1871, the description also refers to a 'workshop'.

The house is shown on the 1905 MMBW Detail Plan No. 34.

Description

The house at 185 Cecil Street, Williamstown is a single-storey, single-fronted weatherboard cottage with a gabled corrugated galvanised steel roof, which is set back from the street by a small garden. It has inter-war and postwar alterations to its façade. Other significant elements include:

- The early simple gabled cottage form
- Original cement rendered chimney with moulded cap
- Paired double-hung sash windows (Inter-war)
- Timber-framed glazed door (Post-war)

External Integrity and condition

Integrity - Moderate. *Condition* - Good.

Context

The house is at the northern end of Cecil Street and abuts the rear of buildings in the Ferguson Street commercial centre. It is part of a group of nineteenth century buildings at this end of the street including the former Williamstown Fire Station at 182, and the Victorian villa at 174.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

John Dollman.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: No


Management objectives

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

Accurate reconstruction and restoration of the original façade and front fence would also be desirable.

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 1866-68 (303), 1869 (313), 1870 (317), 1871 (318)
- Sands and Kenny (later Sands & McDougall) *Melbourne Directory* (1866-1871)
- MMBW 1905 Detail Plan No. 34

Heritage Place Name	Newport Railway Workshops (Former)
Address	2-78 Champion Road, Newport
Heritage Overlay No.	HO65
Heritage Precinct(s)	Hobsons Bay Railway Heritage Precinct
Significance	
Local & State (VHR H1000)	
Style & Type	
Victorian industrial	
Significant Dates	
1884-1940	
Designer	
Victorian Railways	
Builder	
Various	
Statement of Significance	
What is Significant?	The former Newport Railway Workshops, comprising the whole of the land and buildings defined by the Heritage Council in VHR H1000, at 2-78 Champion Road, Newport.
How is it Significant?	The former Newport Railway Workshops are of local historical, social and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, the Newport Railway Workshops are an integral component of the massive amount of railway associated buildings and infrastructure established in Newport and Williamstown by the Victorian Railways during the nineteenth and twentieth century, which had a significant effect on the development of both suburbs particularly after the decline of the port. It provides a powerful illustration of the importance of railways not only to the development of Williamstown and Newport, but also of Victoria during the nineteenth and twentieth centuries. (AHC criteria A4 and H1)</p> <p>Aesthetically, they are architecturally important as a large and well-preserved example of a nineteenth and early twentieth century manufacturing complex. (AHC criteria E1 and F1)</p> <p>Technically, they contain rare examples of equipment and machinery associated with railway manufacturing. (AHC criterion B2)</p> <p><i>Note: Included on the Victorian Heritage Register as VHR H1000.</i></p>

The following extract is from the citation prepared by Heritage Victoria, which further explains the significance of the place:

The 1888 group of buildings forming the original Newport Railway Workshops have historical significance as one of the best surviving 19th century railway workshops in the world, and one of Australia's most outstanding items of industrial heritage. The Newport workshops were the Victorian Railway's main workshops for just over a century. The later buildings reflecting growth, particularly during 1902-1928 in the period of modernisation, expansion and the production of locomotives, demonstrate this subsequent important period of development. For many of those years the Workshops were one of Victoria's largest and best equipped engineering establishments, with up to 5,000 employees on site, building and maintaining steam locomotives and other rolling stock, and also making tarpaulins and other basic stores for railway use. Newport Workshops even made many of its own machine tools, a task which required a high level of technical expertise. Newport Workshops were also an important centre of World War Two production.

The 1888 group of buildings at Newport Railway Workshops have architectural significance for their large scale and the high quality of their design and construction. These qualities of the Workshops reflect the transition from adhoc management of the railways to the establishment of a railways system. They demonstrate the determination of the Victorian Railways management to have the best possible workshop facilities, which in turn reflects the prevailing spirit of confidence and optimism in a period of great wealth and growth in the Victorian Railways and in Victoria generally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The 1887 and 1890 sections of the Tarpaulin Shop were similarly detailed, though the 1912 northern extension has enclosed this façade. The vast interior of the Tarpaulin Shop, with a roof supported by massive timber trusses and columnst, is of architectural significance. This unusual and impressive space was determined by the need for hanging space.

Part of the West Block Southern Extension, known as the Fitting Shop Extension and South of Fitting Shop Extension are of architectural significance because they are likely to have been sections of the Williamstown Workshops re-erected at Newport in 1897. They provide an important physical link to the earlier Workshops. The distinctive trusses of these sections and the unusual pole construction of the Boiler Shop Extension are of architectural significance. The form of the Timber Store building is of architectural significance. It is not known why two decorative clerestorey lanterns are incorporated in the roof but one theory is that it is a rare surviving shed from the 1880 International Exhibition in Melbourne. Further work is required to substantiate this potentially very important link.

The buildings reflecting the period of expansion up until 1928 are also of architectural significance for their contrast with the earlier vision. They include early examples of modern industrial construction, including large span trusses enabling expansive working space, and south-facing saw tooth roofs providing light spaces. With repetitive construction units and ease of erection, these buildings demonstrate an industrial functionality in contrast to the architectural pretension of the earlier group.

The Newport Railway Workshops are of scientific significance for their research potential with regard to the technology demonstrated in the remaining machinery and evidence of work practices.

History

Contextual History

The *City of Williamstown Conservation Study* notes that:

Williamstown had been fortunate in that the railway brought with it the workshops, which are still of great importance both to the railways and to the municipality... From the first the workshops were a major employer .. even as late as 1898, 60% of the male factory work force in Williamstown was employed in the railway workshops.

The importance of the railway workshops to the economy of Williamstown was increased by the decline in the Port during the latter part of the nineteenth century. The *City of Williamstown Conservation Study* notes that:

..once the Melbourne Harbour Trust had been constituted in the way it was with domination the Melbourne representatives, and once Sir John Coode's plan for Yarra improvement had been accepted, Williamstown's decline seemed certain... By the turn of the century Melbourne had captured 83% of imports as against the 54% she had in 1877.

History of Place

Heritage Victoria provides the following description of the history and development of the Newport Railway workshops:

In 1884 the decision was made to erect a new workshop facility in an area of land between the Geelong Railway and the Williamstown Railway at Newport (the current Workshops site). Although the original intent was that the workshop would undertake all maintenance of rolling stock, leaving private enterprise with the role of constructing rolling stock, it was undermined from the start with the construction of rolling stock (mainly passenger carriages).

Reputedly based on the design of British railway workshops, the design for the Workshop was extensively modified by the Victorian engineers, Brereton and Lewis. The new complex was constructed and equipped in 1886-88. The main elements of the 1888 group comprises a Central Block of offices with clock tower, a large water tower at the rear of the site fronting Champion Road, a Central Block housing stores, patterns and certain brass and copper fittings, the East Block for repair and maintenance of wooden passenger carriages and goods wagons, and the West Block for the heavy engineering activities of the repair and maintenance of locomotives, boilers and metal components of goods wagons. The layout was typical of a pre-production line facility where parts were fabricated and then moved to a central area where the item was assembled. The major problem of the lack of run-around tracks is evident in the design with both East and West Blocks having dead ends and only Central Block having a proper shunting neck.

In the northern section of the site was the Tarpaulin Shed, constructed in 1887 and doubled in size with a virtually identical extension in 1890, to manufacture and repair tarpaulins used to cover perishable loads on goods wagons.

The period of 1902-1915 saw a major expansion of the Newport Workshops, with corrugated iron extensions being added to some of the 1888 brick buildings to double the area of enclosed workshops. The Victorian Railways began a program of continual modernisation of its operations from the turn of the century and these involved the Newport Workshops in construction of new rolling stock; conversion of passenger carriages to electric motors and trailers and the replacement of buffers with auto couplers. As well, most of the locomotives acquired at that time were produced at Newport Workshops (including the first electric locomotives).

The Railways' move towards the manufacture of locomotives, combined with the increasing use of metals in production, resulted in the need to expand West Block. After 1915, the lack of space at West Block became a major issue. Consequently, in the late 1920s, the construction of purpose built locomotive production facilities was undertaken between the Newport Railway Workshops and the Williamstown line with the resultant staff increases making this one of the largest workshops in Victoria.

The Depression and the Second World War was a period of limited expenditure on the Railways with a highlight being construction of the Spirit of Progress. Newport Workshops was an important centre of wartime production. Apart from contributing through construction of new locomotives and rolling stock to improve the efficiency of land transportation, the Workshops were a centre for the production for the Australian Standard Garratt, Bren Gun Carriers and for the Beaufort/Beaufighter program. Labour shortages resulted in the workforce being comprised of some 35% women, probably the largest number of women that ever worked at Newport.

In the post-war period, Operation Phoenix was launched to rehabilitate the railways and Newport was no longer involved in locomotive construction. The introduction of low maintenance, diesel locomotives and metal-bodied carriages, the purchase of more rail vehicles and supplies from commercial manufacturers, and the trend away from rail to road traffic brought a decline in workshop activities and staff. Railway workshop functions have recently been concentrated in a group of c.1927 and newer buildings on the eastern part of the site. The original 1888 group of buildings continued in workshop use until 1992.

Description

The former Newport Railway Workshops comprises a large complex of buildings and land on a site that is generally bounded by Champion Road, the Melbourne-Geelong Railway, and the Melbourne-Williamstown Railway. Heritage Victoria provides the following descriptions of key buildings on the site:

Building 12 Central Block Extensions

Building 12 was built in 1909 as a substantially intact, large addition to the iron foundry, it demonstrates the important historical theme of the great expansion of the Newport Workshops, between 1902 and 1928. Its modern industrial construction is in contrast to the architectural style of the 1888 Central Block Stores.

Building 13 Central Block Stores

The original brick Central Block was constructed in 1888, followed in 1890 by the corrugated iron clad brass foundry extensions. The Building originally contained stores, pattern shop, tinsmith's and coppersmith's shop and a brass foundry. The Block was later used as a general store, stores office and plant repair shop.

The 1888 Central Block is a major element of the original 1888 group of buildings which complements and links the East and West Blocks visually and functionally (particularly in its stores function, which allowed easy distribution of stores the full width of the East and West Blocks via cross trolleys).

The 1890 foundry, constructed very soon after the 1888 buildings, was probably built in response to an important and early change of plans for the function of the main West Block. It reflects a very early change from lavish to economical building styles.

The building is virtually intact and is an increasingly rare example of the use of cast-iron columns. There is considerable evidence of past line-shafting, and other signs of its former uses.

Building 14 Central Block (Offices)

This building was constructed 1886-88 as offices for the engineer, store keeper, accountant and their respective staff. The 1888 Central Block offices and three storey Italianate style clock tower is the visual and operational focal point of the original and highly significant, 1888 group of buildings. It was constructed as prestige offices of high architectural quality and is virtually intact.

The northern facades of the 1888 group of buildings were the Workshop's frontage to Melbourne and the central, three storey Italianate style clocktower is the key architectural pivot in the design, flanked by wings of gabled bays.

The clock tower, near the centre of the site, is characteristic of 19th century factories and workshops, where working hours were strict and when few employees wore watches. The mechanical, wind-up mechanism of the clock appears to be original.

Building 15 Engine Balancing Tables

The engine balancing tables are located under the open-sided shed, Building 15. The engine balancing tables were built in 1912 by Henry Pooley & Son Ltd, Birmingham and comprise a series of 7 mechanical weighing scales set in line in a pit with each scale supporting a short length of train track. Each weighing unit has a cast iron box alongside, containing counterweights and levers, and a curved scale calibrated to 12 tons. A locomotive or carriage was positioned on the rails above the scales to be weighed. The engine balancing tables were designed to measure the load on each wheel of a steam locomotive simultaneously so that adjustments could be made to give the correct weight distribution on each axle.

In 1918, the Victorian Railways owned three balancing tables. The Newport example is the only known surviving example of engine balancing tables in Victoria.

Building 31 Timber Store

Constructed and altered between 1898 and 1913, this building was believed to be a timber bending and drying shop, where timbers used in carriage construction were formed until about the mid 1900s when it changed to a timber store.

The form of the building is of architectural significance. It is not known why two decorative clerestorey

lanterns are incorporated in the roof but one theory is that it is a rare surviving shed from the 1880 International Exhibition in Melbourne. Further work is required to substantiate this potentially very important link.

The Timber Store is of historical significance as a building dating from 1898, with alterations until 1913, which performed a vital function as part of the Workshop for approximately 80 years.

Building 32 Timber Shed

This building was part of the Carriage Workshops established prior to this Newport site, on the north side of the Melbourne - Williamstown line. It was then known as the Stacking Shed, built c1883, and was demolished and re-erected for use as a Timber Shed in its present location in c1905.

The Timber Shed is ... the only discrete building to survive from the original Carriage Workshops of 1882/83, which predated the more permanent and more extensive c1888 Newport Workshops development.

The timber frame is the oldest known discrete structure at Newport Workshops. Despite the renewal of the iron cladding, the basic structure, form and function of the Timber Shed have survived relatively unaltered after more than 100 years.

It reflects the importance of a large timber drying and seasoning area on site at a time when much high quality timber was used in carriage making. It has functioned as a timber shed in its present location for more than 80 years.

Building 34 The Plating Shop

Built in 1912, this building houses the original 1888 cesspit which drains the water from underneath East Block. The function of this building varied over time from Steam Bending of timber for carriage bodywork in the northern section (c1928), to Electroplating (including Nickel Plating) in the southern section (1912-), Locksmiths Shop (c1928), and Car Fitting Shop (c1979). The electroplating process involves application of a protective or decorative electroplating to metal components made at Newport Workshops.

The Plating Shop was part of the period of expansion of the Newport Workshops, 1902-1915. Its changing function indicates the declining role of timber bending, and the long standing and growing role of electroplating at Newport Workshops. It has been used as an electroplating shop, throughout its life of more than 75 years, and retains evidence of work practices. Further work is required to establish its research potential.

Building 61 Tarpaulin Shop

The original Tarpaulin Shop was built by H Maxwell in 1887 and the south extension, virtually identical with the original, was constructed in 1890. In 1912 the building was again doubled in size.

The 1887 portion is, and the 1890 portion can be considered as, part of the original high-quality c.1888 group of permanent buildings. Like other buildings in the group, it includes decorative brickwork detailing to the north wall, the front of the Workshops which is now enclosed in the 1912 northern extension. The need for hanging space has determined the unusual proportions of the Tarpaulin Shop. Its vast interior is supported by massive timber trusses and columns creating an impressive space.

The size and specialised design of the building demonstrates the importance of tarpaulin manufacture and repair. The building is substantially intact and the sequence of expansion can be clearly understood. The building is of historical significance as the earliest part of the building was used as a tarpaulin shop for about ninety years, from 1888 to c.1980. The 1912 northern addition was part of the major period of expansion of the Workshops 1902-1915, and typifies the emphasis on low-cost construction in comparison to the more lavish c1888 building program.

The addition had an early form of sawtooth roof, oddly concealed behind false gables. The addition demonstrates the continuing and growing workload of tarpaulin manufacture and repair at that time. The addition continued to be used as a Tarpaulin Shop for about 65-70 years.

Building 64 West Block & Building 63 Spring Shop Extension (including the attached East and West Engine Houses, and the West Engine House Chimney Base)

The original West Block building was built by W Swanson c.1885-86 and the West Block chimneys and flues were erected by R Bodkin in 1888. In c1904, the Spring Shop Extension was added. The west tower was used for metalworking activities such as metal machining and turning, boilermaking,

blacksmithing, and the construction and maintenance of locomotives. During the Second World War the West Block was used for the complete or partial manufacture of Bren Gun Carriers, and the Australian Standard Garratt.

The 1888 West Block with the c1904 Spring Shop Extension is a major element of the original and highly significant 1888 group of buildings and complements and balances the East Block visually and functionally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The West Block housed all the machining and heavy metalwork functions without which the workshops could not have carried out its main role of building and maintaining locomotives, carriages and wagons. The design and layout of the building, and the movement and handling of rolling stock through the building was highly functional.

The building is substantially intact and is an increasingly rare example of the use of cast iron columns. The gabled brick facades demonstrate a high standard of craftsmanship. The double columns, the twin rope driven cranes, and the underfloor flue systems demonstrate impressive skills in design and function.

The principle contractor was from a family prominent in the building industry in Melbourne for many years.

The building was used continuously for the same basic function for over one hundred years.

West Block has important historical associations as the place of construction of some of the more famous locomotives built at Newport, including the first locomotive 'Polly,' and the engines used on Puffing Billy. The Spring Shop Extension is an early extension, with a long history of continuous use which demonstrates the important role of spring manufacture at Newport Workshops. It demonstrates the early overflow from the original 1888 buildings and the concern with maintaining the appearance of the northern face of the West Block, the front of the Workshops.

Building 65 West Block Southern Extension

The West Block Southern Extension is a collection of smaller buildings which grew incrementally and were enclosed as one structure from 1910 onwards. Because of the many changes in name and function, it is difficult to clearly date all the components. A 1913 list provides evidence that parts of the Williamstown Workshops were re-erected at Newport in 1897 within the West Block Southern Extension. The distinctive timber trusses of the Fitting Shop Extension and South of Fitting Shop Extension and the approximate areas involved mean that they may be these sections.

The Boiler Shop Extension, the Smithy Annexe and Fitting Shop Extension were already constructed by 1905. In c1908 the Hydraulic Riveter Shop was built and the Blacksmiths Extension was from the same year. The 1910 drawing of the roofing of the Truck Building Yard shows that the Air Compressor & Westinghouse Brake Shop was already in existence and was modified with the south wall removed and reinstated as part of the south wall of the Truck Building Yard at this time. The construction of the Machine Shop Extension is similar to the Truck Building Yard and it is believed to date from between 1915 and 1928. The likely evidence of earlier buildings is of archaeological potential although little may be learned which is not already understood from existing documentation.

The historical significance of the West Block Southern Extension is that, more than any other part of the Newport Workshops, it reflects the important change in the role of the Workshops from the initial concept of maintenance of rolling stock to the manufacture of locomotives and the subsequent expansion this meant for the Workshops. This change, combined with the increasing use of metals in production, resulted in the need to expand West Block. The incremental growth of a number of small buildings between 1897 and 1928 is still demonstrated in the physical fabric. It was also the design limitations for expansion of West Block Southern Extension with Champion Road and the dead end track design which gave rise to the need for the construction of purpose built locomotive facilities in the late 1920s.

All of the components of West Block Southern Extension are of considerable age and the area was used continuously for the same Workshop function for 70-80 years; the Boiler Shop Extension c1905, the Smithy Annexe c1905, the Fitting Shop Extension c1905, the Hydraulic Riveter Shop c1908, the Blacksmiths Extension 1908, the Air Compressor & Westinghouse Brake Shop pre1910, the Truck Building Yard 1910 and the Machine Shop Extension between 1915 and 1928.

It is likely that the Fitting Shop Extension and South of Fitting Shop Extension were parts of the Williamstown Workshops re-erected at Newport in 1897. They provide an important physical link to the earlier Workshops. The distinctive trusses of these sections and the unusual pole construction of the Boiler Shop Extension are of architectural significance. The West Block Southern Extension is a reasonably early example of sawtooth roof construction. The much taller gable roof sections are evidence of the use of hydraulic equipment, and especially a large gap riveter, in this area c1908. Remnant line shafting, bearings or motor mountings in the timber trusses provide evidence of past machinery layout.

Building 67 Water Tower

Built in 1888, it stored 100,000 gallons of water at high head, initially to supply fire fighting hydrants, and later the fire sprinkler system.

The Water Tower is a prominent component of the original 1888 group of buildings, complementing and balancing the Central Block Offices and Clock Tower. It demonstrates the high architectural and structural quality maintained in design and construction during the optimistic 'boom' atmosphere of 1888. The tower is classified as a typical 'Type E' for the Victorian Railways.'

With the demolition of the main workshops' chimney, the intact Water Tower has become the most prominent and easily identifiable feature of the workshops and is a major local landmark.

Building 68 East Block (Southern Extension)

The East Block (Southern Extension) represents the second, 1902-1928, period of expansion at Newport Workshops. The 1914 Paint Shop Extension is a fairly early example of sawtooth roof construction, however, the 1909 Carriage Shop Extension is a traditional gable roofed structure and is not of architectural significance. It was used for essentially the same functions for more than 75 years. The East Block (Southern Extension), including the c1920s Laboratory, was an important part of the Second World War effort.

Building 69 East Block & Basement

Built in 1888 by R Bodkin, the East Block has always been used for light-duty activities such as woodwork, painting and construction and maintenance of railway carriages. Aircraft were built in part of the East Block during the Second World War.

The 1888 East Block is a major element of the original 1888 group of buildings as it complements and balances the West Block visually and functionally. The northern facades of the 1888 group were the Workshop's frontage to Melbourne and feature wings of gabled bays flanking the central, three storey Italianate style clocktower. Decorative detailing to the brickwork includes corbelled pediments, and bi-chromatic highlights to the arcaded doorways and fanlight windows.

The East Block housed painting, woodworking and carriage building functions which were very important in the earlier days when many carriages were built at the workshops, and when the bodies were largely wooden.

The design and layout of the building, and the provision for movement of rolling stock through the building, was highly functional. The building has a high standard of craftsmanship, and is an increasingly rare example of the use of cast iron columns. The building has a high degree of integrity and has been used continuously for the same function for over one hundred years.

Building 70 East Block Engine, Boiler House and Chimney

The East Block engine and boiler house, built by R Bodkin, was part of the original 1888 group of buildings and housed the steam engines which powered the important sawmill machinery from 1888 until electric power took over, an estimated forty to fifty years later.

The building was closely associated with the sophisticated 1888 sub-floor power transmission system serving the sawmill and was also part of the original system for collecting sawdust and wood shavings for use as boiler fuel. It may still hold part of the original 1888 steam engine and/or boiler.

Building 71 East Block Lavatory

The East Block lavatory, built by R Bodkin, is an integral part of the original 1888 East Block group. It demonstrates that a good standard of lavatory accommodation was provided for staff by the Victorian Railways in the 1800s, compared with the poor facilities often seen in other industrial establishments of the period.

The East Block and Central Block lavatories are the only surviving physical evidence of original staff

amenities provided at the workshops in the 1880s.

Building 72 Transport Office

The Transport Office was constructed either c1888 or 1897 as a Timber Drying Shed and later used as an office for one of the managers or foreman. The quality and style of the building echoes the other 1888 buildings. However, this building has undergone substantial changes which detract from its significance, including installation of additional and larger windows, a new ceiling, internal walls and a concrete floor. It is of potential archaeological significance because it is likely that the remains of the kiln may be found in the ceiling and under the floor.

External Integrity and condition

Integrity - High. Condition - Good

Context

The former Newport Railway workshops are an integral part of a number of buildings associated with the development of railways in this area, which also include:

- The former Newport Substation, constructed in 1915 on a site just to the north. (q.v.)
- The former Foreman and Deputy Foreman's Houses at 57 and 59 Champion Road. (q.v.)
- Stations and associated infrastructure along the Melbourne-Williamstown line including Spotswood, Newport, North Williamstown, Williamstown Beach and Williamstown. (q.v.)
- The former Way and Works building in Melbourne Road, Newport. (q.v.)
- The former Victorian Railways Administrative complex in McLister Street, Spotswood. (q.v.)

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Victorian Railways.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Yes – VHR No. H1000

Register of the National Estate: Recommended

National Trust Register: Yes

Management objectives

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

Heritage Victoria File No. HER/2000/000214

Heritage Place Name	Quarryman's House – 'Clifton'
Address	13 Champion Road, Williamstown North
Heritage Overlay No.	HO66
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Victorian cottage

Significant Dates

1881

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

'Clifton', constructed in 1881, at 13 Champion Road, Williamstown North.

How is it Significant?

'Clifton' at 13 Champion Road, Williamstown North is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, 'Clifton' is significant for its strong associations with the important quarrying industry, which once thrived in this part of the City. One of the oldest houses in this part of North Williamstown, it demonstrates the earliest stage of development of this area. It is also of interest for its associations with the locally important Elsum family. (AHC criteria A4 and H1)

Aesthetically, 'Clifton' is significant as an intact example of an early Victorian cottage, which retains original detailing to the façade and verandah. (AHC criterion B2 and E1)

History

Contextual History

Barnard (1999) notes that:

The vast deposits of basalt that covered the plains to the west of Melbourne are the result of volcanic eruptions. From the earliest years of settlement this resource, better known as bluestone, was exploited by quarrying for use in constructing buildings and bridges and paving roads throughout Melbourne and as ballast for shipping. Quarrying took place at Williamstown, Spotswood, Newport, Yarraville, Altona, Brooklyn and Kingsville. In effect, quarrying was the City of Hobsons Bay's first heavy industry.....convict labour was used to quarry bluestone at Gellibrand Point in the 1850s, for use in the construction of significant early government structures. Bluestone from the region was also utilised as ballast for the many ships which came to the colony loaded down with imports and needing something to fill their holds for the return journey to Britain.

A map of part of the Parish of Cut-Paw Paw dated 1844 also shows seven 'suburban' lots fronting what was then called 'Hobson's River' (we call it the Yarra) just north of the mouth of the Stony Creek (south of the line of Somerville Road). Two wharfs were already in existence here and it was in this location that Joseph Raleigh established a salting establishment There was no urban development on the site, but the existence of 'ironstone' and a little tramway marked on Hoddle's map, made it a site for quarrying. The tramway was used to haul horse-drawn carts of quarried bluestone to ballast craft loaded at piers at Spotswood and Newport. These piers are shown on an 1864 map of the area. An 1859 geological survey of the area noted that the quarries here provided 'good building stone'. Ballast was also loaded at the Ann Street and Stevedore Street piers. By 1879 Williamstown had 200 resident quarrymen.

Quarrying was carried on in the study area until very recent times. Although most of Brooklyn's quarries were outside of the City of Hobsons Bay, there were still some Brooklyn quarries within the study area in the 1950s. The site of Altona Gate shopping centre was an operating quarry in the 1950s too.

History of Place

This house was first listed in rate books in 1881 as the property of WE White, quarryman, when it occupied lots 80-81 on Cemetery Road (now Champion Road). It was occupied initially by Henry J Elsum, a quarryman, but reverted to White by c.1885. The Williamstown historian William Elsum who wrote the seminal work *The History of Williamstown* in 1934 was Henry's son.

Other owners and occupiers included Clifton J Elliott, fishmonger, Charles Blaker, clerk, and John McLeod, gentleman/engineer.

Description

The house at 13 Champion Road, North Williamstown is a weatherboard gabled roof Victorian cottage with rear skillion and simple sash windows. The verandah is a hipped convex form with timber posts and a cast-iron verandah frieze. The early date of the house is illustrated by its small scale and characteristic form that are distinctive for the location, which is opposite the Newport Railway Workshops and amongst later but related housing.

External Condition

Good

External Integrity

High

Context

Set on flat land bounded by other later suburban development and near the massive Newport Railway Workshops.

Comparative Analysis

This house compares with other quarrymen's houses at 75 Blackshaw's Road (q.v.), and 15 and 17 Elizabeth Streets (q.v.).

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

WE White, Henry J Elsum, Clifton J Elliott

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: No

Register of the National Estate: No

National Trust Register: Recommended

Management objectives

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

References

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

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

Williamstown Rate Books

Sands and Kenny *Melbourne Directory* 1880-1890

MMBW Detail Plan No. 149 (c.1905)

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Heritage Place Name	Newport Railway Workshops Deputy Manager's Residence (Former)
Address	57 Champion Road, Williamstown North
Heritage Overlay No.	HO67
Heritage Precinct(s)	Hobsons Bay Railway Heritage Precinct

Significance

Local & State
H1839

Style & Type

Edwardian bungalow

Significant Dates

1916

Designer

Victorian Railways

Builder

AJ Maddock



Statement of Significance

What is Significant?

The Newport Railway Workshops Deputy Manager's residence (former), designed by the Victorian Railways and constructed in 1916, at 57 Champion Road, Williamstown North.

How is it Significant?

The Newport Railway Workshops Deputy Manager's residence (former) is of local historic and aesthetic significance to the City of Hobsons Bay. It is also of historical and architectural significance to the State of Victoria (Refer VHR H1839).

Why is it Significant?

Historically, the Newport Railway Workshops Manager's residence (former) is significant for its strong associations with the Newport Railway Workshops, which were the main workshops of the Victorian Railways for over a century and were one of Victoria's largest and best-equipped engineering establishments. The workshops were so important to the Railways and to the Victorian economy that it was considered necessary to provide official railway residences near the complex. (AHC criterion A4 and H1)

Aesthetically, the Newport Railway Workshops Deputy Manager's residence (former) is architecturally significant as an intact example of a Bungalow style suburban villa of the late Federation/Edwardian period. The hierarchy of spaces and related hierarchy of finishes and materials are demonstrative of the type of lifestyle considered appropriate for an occupant of the status of the railway yards manager. At the same time, the plan and form are well adapted to the orientation of the site. (AHC criteria D2 and F1)

Note: Included on the Victorian Heritage Register as VHR H1839.

History

CONTEXTUAL HISTORY

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

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

HISTORY OF PLACE

The houses at 57 and 59 Champion Road were built in 1915-16 as residences for the Manager and the Deputy Manager of the Newport Railway Workshops. They were built by AJ Maddock under Victorian Railways Contract 29407, signed 29 September 1915 and replaced two timber double-storey houses built c.1889 at the eastern end of the main Workshops site. The houses have been privately owned since c.1982.

Rate book research shows that the house was first listed in 1916 as of brick and 8 rooms, occupied by Edward William Arthur, assistant workshop manager. Arthur was listed in *the Victoria Government Gazette* for 1914 as having been born in June 1872 and in receipt of £475 per annum. He was there into the 1930s when he was listed as manager, being replaced by Edward H Brownhill and Richard Roach in the 1940s. Brownhill later became Chief Commissioner of Railways.

Description

This is one of two matching Federation style, single-storey brick houses with tiled roofs set on large blocks of land on the south side of Champion Road, opposite the Newport Railway Workshops.

The refined design displays Californian and Craftsman Bungalow influences, as well as remnants of Melbourne's Queen Anne style. It shows treatments of planning and circulation, dominant ridge and gable with projecting secondary gables, and relation of roofs to the plan, which are typical of the Bungalow of this period. Other typical features are window bays with lead-lights, red brick, Marseilles tile, expressed structural timber-work, roughcast and shingles in the gables, and abstracted brackets to the eaves, porches and verandahs.

External Condition

Excellent

External Integrity

High

Context

Set on flat land bounded by other later suburban development and near the massive Newport railway workshops.

Comparative Analysis

This house directly compares with the Managers residence (former) next door. These houses are unique in the municipality for the blend of styles and decorative features.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Victorian Railways, Edward William Arthur, Edward H Brownhill

Recommendations

Statutory protection

Hobsons Bay Planning Scheme: Yes

Heritage Victoria Register: Yes – H1839

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*

Heritage Victoria File No. 605697

MMBW PSP 742743 only plan 1984

City of Williamstown Municipal Rate Books

Sands & McDougall Victorian directories (D)

C Curtain, 2000, verbal

Victoria Government Gazette' 4/8/1914

MMBW Record Plan No. 8 (c.1894)

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Heritage Place Name	Newport Railway Workshops Manager's Residence (Former)
Address	59 Champion Road, Williamstown North
Heritage Overlay No.	HO68
Heritage Precinct(s)	Hobsons Bay Railway Heritage Precinct

Significance

Local & State
H1840

Style & Type

Queen Anne transitional
bungalow

Significant Dates

1916

Designer

Victorian Railways

Builder

AJ Maddock



Statement of Significance

What is Significant?

The Newport Railway Workshops Manager's residence (former), designed by the Victorian Railways and constructed by AJ Maddock in 1916, at 59 Champion Road, Williamstown North.

How is it Significant?

The Newport Railway Workshops Manager's residence (former) is of local historic and aesthetic significance to the City of Hobson's Bay. It is also of historical and architectural significance to the State of Victoria (Refer VHR H1840).

Why is it Significant?

Historically, the Newport Railway Workshops Manager's residence (former) is significant for its strong associations with the Newport Railway Workshops, one of the most important surviving nineteenth century railway workshops in the world. They were the main workshops of the Victorian Railways for over a century and were one of Victoria's largest and best equipped engineering establishments. The workshops were so important to the Railways and to the Victorian economy that it was considered necessary to provide official railway residences near the complex (AHC criterion A4)

Aesthetically, the Newport Railway Workshops Managers residence (former) is of architectural importance as an intact example of a Bungalow style suburban villa of the late Federation/Edwardian period. The hierarchy of spaces and related hierarchy of finishes and materials are demonstrative of the type of lifestyle considered appropriate for an occupant of the status of the railway yards manager.

At the same time, the plan and form are well adapted to the orientation of the site (AHC criteria D2 and F1)

Note: Included on the Victorian Heritage Register as VHR H1840.

History

CONTEXTUAL HISTORY

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

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

HISTORY OF PLACE

The houses at 57 and 59 Champion Road were built in 1916 as residences for the Manager and the Deputy Manager of the Newport Railway Workshops. They were built by AJ Maddock under Victorian Railways Contract 29407, signed 29 September 1915 and replaced two timber double-storey houses built c.1889 at the eastern end of the main Workshops site. The houses have been privately owned since c.1982.

Rate book research shows that the house was first listed in 1916 as of brick and 9 rooms, occupied by Robert James Ferguson, manager. Robert was listed in the *Victoria Government Gazette* for 1914 listed his birth date as 7 December 1861, the date of his joining the railways at 1877 and his annual wage as £650 per annum. He was there into the 1920s when he was replaced by a former deputy and resident of No. 57, Edward Arthur, then James Taylor and Fred McAuley in the 1930-40s.

Description

This is one of two matching Federation style, single-storey brick houses with tiled roofs set on large blocks of land on the south side of Champion Road, opposite the Newport Railway Workshops.

The refined design displays Californian and Craftsman Bungalow influences, as well as remnants of Melbourne's Queen Anne style. It shows treatments of planning and circulation, dominant ridge and gable with projecting secondary gables, and relation of roofs to the plan, which are typical of the Bungalow of this period. Other typical features are window bays with lead-lights, red brick, Marseilles tile, expressed structural timber-work, roughcast and shingles in the gables, and abstracted brackets to the eaves, porches and verandahs.

External Condition

Excellent

External Integrity

High

Context

Set on flat land bounded by other later suburban development and directly opposite the massive Newport railway workshops.

Comparative Analysis

This house directly compares with the Deputy Managers residence (former) next door. These houses are unique in the municipality for the blend of styles and decorative features.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Victorian Railways, Robert James Ferguson, Edward Arthur

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes - H1840
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*
Heritage Victoria File No. 605698
MMBW PSP 742743 1984 plan only - shows cowshed at rear
Victoria Government Gazette - 4 August 1914
MMBW Record Plan No. 8 (c.1894)

Heritage Place Name	Williamstown Cemetery
Address	89 Champion Road, Williamstown North
Heritage Overlay No.	HO69
Heritage Precinct(s)	Not applicable

Significance

Local & State
(VHR H1837)

Style & Type

Cemetery

Significant Dates

1857, 1905, 1937

Designer

William Martin

Builder

Not applicable



Statement of Significance

What is Significant?

The Williamstown Cemetery, originally established in 1857, at 89 Champion Road, Williamstown.

How is it Significant?

The Williamstown Cemetery is of local historic, social and aesthetic significance to the City of Hobsons Bay and is of historical, social, aesthetic and architectural significance to the State of Victoria.

Why is it Significant?

Historically, although not the first, it is now the earliest cemetery in Williamstown and among the oldest group of cemeteries in Victoria. It is important for:

- The intact road and path layout from the mid-nineteenth century, which demonstrate prevailing ideas about Australian cemetery design at that time, especially the subdivision into denominational compartments.
- The strong links with the maritime history of Williamstown, which is especially demonstrated by the diverse range of memorials that commemorate naval and civilian shipping accidents.
- The ability to illustrate William Bull's ambitious plan for a large public park in Williamstown, of which the cemetery was to be the central focus.

The position of the cemetery opposite the Newport Railway Workshops creates one of the finest streetscapes for historical meaning in Williamstown. (AHC criteria A4 and D2)

Socially, it has considerable value as a historical record of nineteenth century attitudes toward mourning and as a focus of sentiment for the local community. (AHC Criterion G1)

Aesthetically, it is a rare example of an intact early cemetery, which possesses an atmosphere, which powerfully symbolizes Victorian attitudes towards death. It is notable for the distinctive layout of roads and paths, especially the curved roadways and the manner in which they focus on the fountain at the centre of the 1857 site, which is a fine and rare example of its type. Other notable elements include:

- The remnant mature planting, particularly the perimeter conifer planting and specimen trees
- The palm avenue, both for the regularity of the avenue and the 'signature' quality of the mature specimens.
- The massed effect of the tombstones and memorials; due to the consistent development of the cemetery there is a great regularity to the lots.
- Vistas within the cemetery and views into the cemetery.
- The 1937 Chapel and Office.

(AHC criteria B2, E1 and F1)

Note: Included on the Victorian Heritage Register as VHR H1837.

History

Williamstown Cemetery was established in 1857 after the inadequacies of the unofficial cemetery at Point Gellibrand were repeatedly brought to the attention of the government. On 4 November, 1857 it was reported that Williamstown had applied for the grant of one of two portions of land west of the railway for a new cemetery.¹ A "moiety" (portion) of the grant, for enclosing and laying out cemeteries" was also given² and by an order of 16 January 1860 a reserve of over 70 acres was set apart around and adjacent to the cemetery.³

Located at North Williamstown, inland from the old graveyard, the Crown grant of 15 acres was laid out into equal quadrants and subdivided into denominational sections by Assistant Surveyor, William Martin. It was expanded in 1905.

The new cemetery was quite quickly got into order. The *Williamstown Advertiser* of 4 August 1860 reported that the paths were all completed "and plantations of shrubs have been made both around the ground and the borders of the various denominations: plants and trees have also been planted, which are progressing favourably". Fine gates and fencing were erected and a fountain from Wardrop and Scurry, modellers of North Melbourne was installed in 1892 where the main cross paths meet; these embellishments may have been made by a Trust which took over from the Council in 1889 and was said to have greatly improved the cemetery⁴.

The sea was the main focus of the township, and the first burial on 22 March 1858, that of Captain Lawrence Lawson, a Master Mariner and long-term resident of Williamstown, is just one of many which document this strong maritime association. In 1899 some 808 bodies were exhumed from Point Gellibrand and re-interred at Williamstown cemetery in a mass grave, with the surviving gravestones mounted on a vault built in 1901. The old burial ground served from at least 1842 until 1856 and had contained the graves of ships' fever victims, sailors, and other men of the sea as well as convicts, and local pioneers.

¹ Williamstown 1858, published by PRO. Extracts from documents and maps. SLV.

² Ibid.,

³ Lands Department, File RS 2076. Report on 22 April 1875.

⁴ Australasian, 27 January 1906.

Description

The layout of Williamstown Cemetery is described by Aitken and Lewis (1994) as follows:

At Williamstown Cemetery the nineteenth century road layout adopted a cruciform plan, which provided an efficient use of space, very much after the ideas of John Claudius Loudon. The cruciform plan permitted easy access to all parts and encouraged an orderly grid pattern of plots.

The flat site perhaps accounted for the adoption of a relatively formal layout but this was tempered by the curved alignment on each of the four roads. This simple device enabled the simplicity of the layout to be transformed into a more picturesque landscape, where formal axes were replaced by subtly changing vistas. This device was extensively used in Melbourne's Fitzroy Gardens, where most of the paths deviated slightly from a straight line, and also at Darling Gardens, Clifton Hill.

Aitken & Lewis (1994) add that the landscaping and planting of Williamstown Cemetery was:

... strongly influenced by the mid-nineteenth century garden cemetery movement whose hallmarks were solemnity and serenity. In his book, On the laying out, planting, and managing of cemeteries and on the improvement of churchyards (1843), JC Loudon advocated rectilinear plans and cautioned against turning cemeteries into 'pleasure grounds' by excessive floral plantings and overly elaborate plans. Trees were selected for symbolic reasons; evergreen trees reminded the visitor of eternal life, certain plants and flowers had sentimental associations and many plants had biblical significance. The extensive use of plantings in the cemetery is also an expression of the 'landscape of the dead' ideal of the early-nineteenth century.

According to Aitken and Lewis, surviving nineteenth century planting probably includes:

- The boundary planting of Aleppo pines (*Pinus halepensis*)
- An overgrown hedge of English Hawthorn (*Craetaegus monogyna*), which defines the division between the original 1857 site and the 1905 extension.
- Several plants of English Hawthorn west of the main gate, possibly remnant hedging.
- A Pair of Osage Orange (*Maclura pomifera*) defining the south-east corner of the 1857 site.
- Several conifers along the original roadways, notably Stone Pines (*Pinus pinea*), Corsican pine (*P. nigra* var. *maritima*) and Monterey pine (*P. radiata*)
- Boundary plantings of Pepper Tree (*Schinus molle*), Sweet Pittosporum (*Pittosporum undulatum*), Blue Gum (*Eucalyptus globules*), and Monterey Cypress (*Cupressus macrocarpa*)

The dark conifers which enclose the cemetery convey the sense of melancholy which the Victorian thought was right for the place.

Other important features include the recently restored fountain dating from 1892, the intact layout of the early part of the cemetery, iron compartment markers, and numerous trees, notably the nineteenth century pines, and avenue of palms planted in 1931.

Integrity and condition

Integrity – Moderate. *Condition* - Good.

Context

Situated opposite the Newport Railway Workshops.

Thematic Context

Principal Australian Historical Theme(s) (PAHT)

Stages of Life, Burying the Dead.

Associations

City of Williamstown.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H1837
Register of the National Estate:	No
National Trust Register:	Recommended

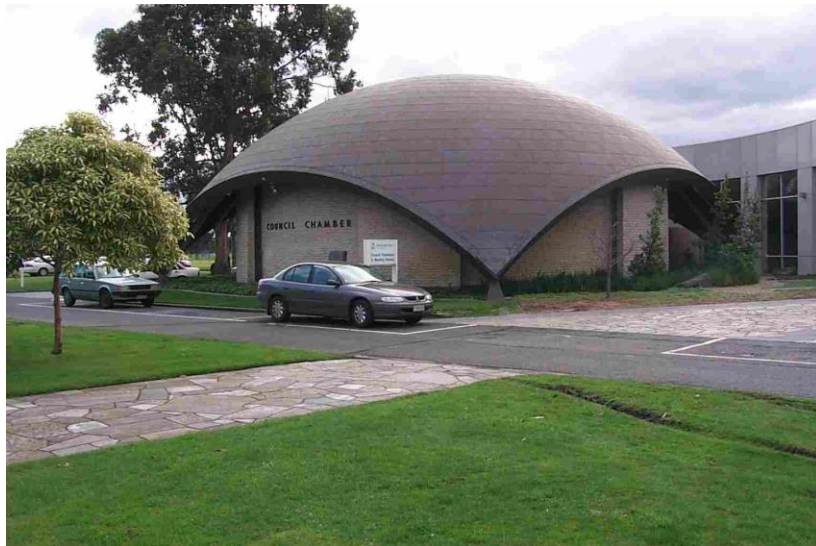
Management objectives

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.

A Conservation Management Plan has been prepared for this place. All future management and development should also be in accordance with this plan.

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Kinchill Stearns, Butler et al (1993) *City of Williamstown Conservation Study*
Aitken, R & Lewis, N (1994) *Williamstown Cemetery Conservation Plan*
Heritage Victoria File No. 602886

Heritage Place Name	Altona Civic Offices Council Chambers (Former)
Address	115 Civic Parade, Altona
Heritage Overlay No.	HO70
Heritage Precinct(s)	Not applicable
Significance	
Local	
Style & Type	
Postwar modernist	
Significant Dates	
1963	
Designer	
Robert Warren	
Builder	
Clements Langford Pty Ltd	
Statement of Significance	
What is Significant?	
The Altona Civic Offices Council Chambers (former), designed by Robert Warren and constructed by Clements Langford Pty Ltd in 1962-63, at 115 Civic Parade, Altona.	
How is it Significant?	
The Altona Civic Offices Council Chambers (former) is of local historic, social, aesthetic and technical significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it is significant for its strong associations with the former City of Altona as the first (and only) purpose built Council Chambers. It illustrates the rapid development of the City of Altona from its inception in 1957 to the construction of the new municipal complex of which the Chambers were a part in 1963. (AHC criteria A4 and G1)	
Socially, it is significant for its strong associations with the Altona community, particularly at the time of its formative development in the 1960s and is an important local landmark and part of the identity of the area. (AHC criterion G1)	
Aesthetically, it is significant for its striking modernist design, which was inspired by contemporary buildings such as Romberg and Boyds Academy of Science building in Canberra, which dramatically illustrates the progressive and forward-thinking philosophy of the young Council at the time. (AHC criterion E1)	
Technically, it is significant for the distinctive domed form, which followed the latest trends in concrete shell design and is now one of a small group of segment-domed public buildings in the country. (AHC criteria B2 and F1)	

History

Contextual History

Altona and Laverton lay within the Roads District and later Shire of Wyndham (renamed Werribee 1869) from the formation of that Shire in 1864. In the twentieth century local discussion sometimes centred on annexation of the Altona area into the City of Williamstown. It was not until 1957 that the Shire of Altona was proclaimed, with Altona Homestead serving as Council headquarters. In 1963 the striking, modern Shire Offices were opened in Civic Parade, a testament to the confidence the shire seemed to have in a progressive future. Altona was declared a city in 1968.

Altona was then on the perimeter of the metropolitan area, ...seaside municipality ... 10 miles distant from the GPO'. The population at 1963 was estimated at 20,100 residing in 4995 homes.

Changes to all of Melbourne's municipal boundaries in 1994 led to the formation of the City of Hobsons Bay, encompassing the former cities of Williamstown and Altona and small parts of the former cities of Footscray, Sunshine and Werribee (Laverton and Laverton South).¹

History of Place

Construction of the new Altona Civic Offices commenced when the first sod was turned by Shire President, Cr RJ Cooper, during a ceremony in July 1962; the frame was up by November and the dome was being roofed in August of the following year. Local parliamentary representative, Hon. Arthur A Caldwell officially opened the complex on a Saturday afternoon on 7 December 1963, following the Special Commemorative Council Meeting presided over by Shire President, Cr G den Dulk. JW Waters who was the Shire Secretary read a prayer as part of the proceedings.

The low-slung design of the offices, with a distinctive dome over the council chamber, was the work of architect Robert Warren. Priestly (1988) recalls that:

Highlighting the complex like an exclamation mark was a free standing, three sided clock tower with faces looking down Pier Street to the beach and to the football ground and the bowling green on either side. Warren had produced similar towers for the Ford Motor Company at Geelong and Broadmeadows.(3)

Local newspapers reported the opening, noting the last Council meetings had been held in the Elderly Citizens Clubrooms. The 12 December 1963 edition of the *Altona Star* described the new interior in glowing terms:

The roof of the chamber follows the line of the outside dome, and from the lofty centre is suspended a very modern light arrangement. The carpet is blue with the council emblem woven in at regular intervals. The ceiling has a rough cement textured finish and certain section of the walls are lined with very narrow vertical boards. The very comfortable chairs are covered in a yellow leather- hence featuring the colours of the Shire blue carpet and yellow chairs. Chairs for the gallery are very modern style in dark stained timber. These are raised in tiers to enable all visitors to have a clear view of proceedings when attending council meetings.

The planning for the design and construction of the Altona Civic Offices was the product of the Municipal Sites Committee who first recommended to Council in February 1961 for this prominent site in Grant Reserve at the northern end of Pier Street to be the home of the new offices. The location was a key factor in setting the scene for the landmark building. The location of the civic buildings on the north side of old Nellie Street prompted its change of name to Civic Parade.

The Council considered 15 tender bids for the construction of the Civic Office at a Council meeting on 12 June 1962, with the tenders ranging between £114,995 and £137,610/8/-. The lowest tender was accepted but at the next Council meeting the successful tenderer informed the Council that a misinterpretation in the brickwork meant that the figure should have actually been £118,445. The Council promptly released the local builder from the contract and appointed the original second lowest bid of £116,000 from Clements Langford Pty Ltd of 230 Church Street, Richmond.

The building due to its innovative construction required a collaboration between a team of professionals, which included the architect, Mr Warren, Mr W L Meinhardt as Consulting Engineer, and Mr Lobley Triedel as Mechanical Consultant.

¹ Barnard (1999)

The Council of the day was closely involved in the design of the municipal offices and was prescriptive in its requirements, including:

- That the Council Chamber be designed with a spherical shaped metal clad roof.
- That oil fired hot water systems be installed for heating purposes.
- That PABX telephone systems be installed by Messrs. Ericsson Telephones Limited.
- That amended layout plan in accordance with the model be adopted.
- That the name of the project in future be Altona Civic Offices.
- That a triangular shaped clock tower be planned to stand in front of the building focused down Pier Street.

(Shire of Altona Council Minutes 27 November and 4 December 1961)

The design of the building was intended to reflect the dynamic and progressive nature of the young Council. Roan (1998) notes how:

The new council of Altona continued to attract a number of specialised industries, considered to be at the leading edge of technology including the continued investment in the petroleum refinery and the off shoot industry of the petrochemical complex. However problems of air pollution dogged the Council through the 60's and into the 70's calling for a two pronged approach to firstly deal with regulating the emissions and secondly to promote city's image.

In April 1968, real estate reporter Rick Campbell described the 'jauntiness' of Altona's image, its 'pep, zing and zest'. Strung across the northern approach on Millers Road was a neon sign welcoming travellers 'like a slap in the eye' with the boast 'Altona, Victoria's most progressive community'. Then a few minutes further on past schools, rows of cream brick veneers and the hugh (sic) pastel green, pink and blue PRA refinery complex is the space age Altona Shire Council (Building). Its cinnamon dome sits on the ground like a flying saucer come to rest For a shire that came into existence only eleven years ago (Altona) has remarkable momentum.(3)

The progressive nature of the council was also demonstrated by the generous provision of community facilities such as the seven free kindergartens for ratepayers, and the provision of grants to infant welfare, senior citizens and youth clubs all contributing to a sense of pride and identity in the City of Altona.

The building was enlarged a number of times including 1983 (more offices), 1987 (theatre and function hall), 1993 (foyer extension and mayoral suite), and in 1999-2000 extensive new office space and an office foyer were added. As a result of these changes, the Council Chambers is now the only part of the original complex to remain substantially intact.

Description

The former Altona Council Chambers is an elevated copper covered dome, with concrete masonry base walls. Inside the domed ceiling presents interesting acoustics but the central cluster light fitting, complemented by contemporary wall up-lighting brackets provides the visual focus. Round air diffusers in the ceiling follow the circle theme while timber wall panels provide feature walls.

Major alterations to the original offices complex have been carried out in the last decade with only the Council Chambers as the early section. The clock tower has been moved from the position shown in the original concept.

When originally constructed, the Council Chamber was conceived as the visual hub of the complex. A series of rectangular forms, one with an arcaded entry shelter, extended either side of the council chambers with the tall clock tower on its south-eastern side. The complex originally sat in grass paddocks.

A plan of the building revealed the president and committee rooms north of the chamber, a civic hall and kitchen to the north of them, all facing into a courtyard which separated the council and civic area from the offices. The staff lunch room was the closest area followed by the rates and accountants offices facing each other across a corridor, with engineers in the far east wing and health on the north.

External Condition

Excellent.

External Integrity

Council chambers – Moderate. Civic Offices – Low

Context

Set on an open flat site north of the Altona residential development and south of Cherry Lake.

Comparative Analysis

The elevated copper covered dome, with its concrete masonry base walls, is distinctive although apparently derived from earlier examples such as Grounds, Romberg & Boyd's 1959 Academy of Science building in Canberra. This in turn paralleled with a new fascination of designers with engineering solutions as design itself, with some such as Le Corbusier, Saarinen and Nervi using concrete shell construction to provide distinctive geometric and plastic forms. Another example of this is Utzon's Sydney Opera House, 1959-74. An earlier parallel to this movement included the reinforced concrete domes built in Melbourne during the Edwardian-era, including the State Library of Victoria reading room dome and the Mission to Seaman, Flinders Street extension.

In terms of local post-war municipal offices, the striking design of the Council Chamber compares most directly with the similarly innovative Frank Lloyd Wright inspired Council Chambers for the former City of Brighton (now City of Bayside), which was constructed c.1970.

Thematic Context

Principal Australian Historical Theme(s)

Governing, Developing Local Government Authorities

Associations

City of Altona, Robert Warren, City of Hobsons Bay.

Recommendations

Statutory protection

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

Management objectives

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

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Priestley, S (1988) *Altona A Long View* pp.265-66, 272-73, 297, 305-07
Roan, J (1998) RMIT thesis on building
(1963) Altona Civic Centre opening ceremony pamphlet

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Heritage Place Name	House and Garden
Address	176 Civic Parade, Altona
Heritage Overlay No.	HO71
Heritage Precinct(s)	Not applicable

Significance

Local

Style & Type

Interwar moderne house

Significant Dates

c.1935

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The house, constructed c.1935, at 176 Civic Parade, Altona.

How is it Significant?

The house at 176 Civic Parade, 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 surviving Interwar houses that were constructed in the Altona area after full railway services were extended there and old housing estates revived. (AHC criterion A4)

Aesthetically, it is significant as a rare and distinctive example of an intact Interwar house in the Moderne style, which is highly intact and complemented by related garden elements. (AHC criteria B2 and E1)

History

Contextual History

Much of the residential development of the study area, apart from that at Williamstown, has taken place in the twentieth century and, indeed, in the post-Second World War years. Nevertheless some development took place within the study area in the 1920s, when, for example, many war service homes were constructed at Spotswood. Other developments at this time were on private subdivisions, such as at Altona where, in 1915, those areas of the Altona Bay estate that had not

been sold still belonged to WH Croker, who had tried to develop coalmining 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.

The Western Beach Estate, also subdivided in the 1920s, was between Maidstone Street, the (present) Koorringal Golf Club, and the Melbourne Water Drainage Basin. The golf course was developed along with the estate, on which a number of weatherboard houses were constructed and offered for sale in 1927. This estate was developed by Hector Bell, an associate of John Wren's.¹

History of Place

The exact date of this house is not known. The *Melbourne Directory* indicates that a FW (Francis William?) Johns lived here in the period from the late 1930s-1970s (D1935, 1940, 1952, 1973)

Of the Johns family in the area a Glenys A Johns (the daughter of Leslie H Cooke) died at Altona in 1950, aged 37. Another Johns was Francis William whose daughter Sarah died at Williamstown in 1971 aged 86 (Death Index 1921-85). A HA Johns was a Williamstown councillor 1915-1917 (Elsum)

Description

This Moderne style stuccoed house is distinguished by its rounded form and corner steel framed windows. As an added stylistic flavour (Mexican?) there is the string course of terra-cotta which is placed just below the parapet. Shaped rain water heads are used on feature downpipes near the austere porch entry.

The house is complemented by related landscape including a columnar cypress near the entry, which provides a southern European note, a jacaranda, and a brush box street tree.

External Condition

Good.

External Integrity

High

Context

Set on a flat site north of the main Altona residential development and south of Cherry Lake.

Comparative Analysis

Moderne style houses such as this are rare in the municipality. Comparable examples includes 3 John Street, Williamstown and 88 North Road, Newport (q.v.). There are also some larger examples in the City of Maribyrnong along Geelong Road.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

FW Johns

¹ Barnard (1999)

Recommendations

Statutory protection

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

Management objectives

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

References

Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
Graeme Butler & Associates (2001) *Altona, Laverton and Newport Districts Heritage Study*
Municipal Rate Books or Cards (RB)
Sands and McDougall *Melbourne Directory* (D)
MMBW Record Plan No. 8 (c.1894)

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Heritage Place Name	House
Address	24 Clark Street, Williamstown
Heritage Overlay No.	HO72
Heritage Precinct(s)	Private Survey Heritage Precinct
Significance	
Local	
Style & Type	
Victorian cottage	
Significant Dates	
1859-65	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	The house, commenced in 1859 and completed by c.1865, at 24 Clark Street, Williamstown.
How is it Significant?	The house at 24 Clark Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.
Why is it Significant?	<p>Historically, it is significant as one of a very small number of pre-1860 dwellings within the Private Survey area, which demonstrate the first phase of development associated with initial speculative private subdivision. As one of the few houses constructed of basalt, it also illustrates the early quarrying industries, which were associated with the Port of Williamstown. (AHC criteria A4, B2 and D2)</p> <p>Aesthetically, it is significant as a superior and relatively intact example of an early Victorian cottage constructed of basalt, which is notable for its rare and original detailing including the detailing to the window surrounds and the quoining. (AHC criteria B2, E1 and F1)</p>

History

The exact date of the house at 24 Clark Street, Williamstown is not known, however, Williamstown rate books indicate that there was an unfinished stone dwelling on this site, which was then owned by a Richard Jones, as early as 1859. The rate books at that time also list a 5 room stone dwelling owned by "Owens and Harris and occupied by John Owens", however, it is believed that this referred to a dwelling described in later rate books as being at No. 28.

It appears that this house was eventually completed by 1866, when the rate books describe a 3 room stone house owned by a Charles Franklin with a Net Annual Value of £16. Later owners included J Moxham and David Palmer.

Basalt, also known as bluestone, was quarried in Williamstown from soon after settlement to provide ballast for empty ships returning to England and other ports. It also provided a ready supply of building material for houses, as well as civic and commercial buildings.

Description

The house at 24 Clark Street, Williamstown is a single-storey, double-fronted, basalt Victorian cottage with a hipped corrugated galvanised steel roof. The bluestone is coursed on the street facing elevation and random coursed on the side elevations. The house is sited diagonally to the street boundary. Significant or original elements include:

- The distinctive early form.
- Brick chimney with stepped capping.
- Raised bluestone surrounds to windows and door opening.
- Six-pane double-hung sash windows flanking a central entrance with a four-panelled timber door.
- Bluestone quoining at the corners.

External Integrity and condition

Integrity - High. *Condition* - Good

Context

The property is flanked by later Victorian timber cottages. The streetscape is otherwise mixed.

Comparative Analysis

This is one of seven pre-1860 dwellings in the Private Survey precinct, and one of four constructed from basalt (The other basalt dwellings are 11 and 22 James Street and 24 The Strand, which all date from 1858-59). The basalt house at the rear of 32 Queen Street was completed by 1865, as was the basalt house at 4 Ferguson Street, while 'Alroy' at 13 Stevedore Street was constructed in 1863.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Richard Jones, J Moxham, David Palmer.

Recommendations

Statutory protection

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

Management objectives

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

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Graeme Butler & Associates (2002) *City of Williamstown Conservation Study Review Part 1*
- Williamstown Rate Books 1858-59 (790), 1859-60 (810), 1860-61 (1154), 1885-86 (3165), 1892-93 (3290), and 1896 (3223)
- Sands and Kenny *Melbourne Directory* 1860-80

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Heritage Place Name	Steam Packet Hotel
Address	13 Cole Street, Williamstown
Heritage Overlay No.	HO73
Heritage Precincts	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian hotel

Significant Dates

1862-63

Designer

Alfred L Smith

Builder

Unknown



Statement of Significance

What is Significant?

The Steam Packet Hotel, designed by Alfred L Smith and constructed in 1862-63, at 13 Cole Street, Williamstown.

How is it Significant?

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

Why is it Significant?

Historically, it is significant as one of the earliest surviving hotels in Williamstown and is notable for its continuous use as a hotel since it was constructed in 1862-63. It is representative of the development associated with the Port of Williamstown during its most prosperous period in the mid to late nineteenth century and demonstrates how hotels were established in proximity to the commercially important waterfront. (AHC criteria A4 and H1)

Aesthetically, it is significant as an intact example of a traditional hotel with typical form and corner siting and is notable for its early construction date and near original condition. It makes an important contribution to the historic character of Cole Street and the Government Survey precinct. (AHC criteria E1 and F1)

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

History

Contextual History

Barnard (1999) notes that:

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

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

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

History of Place

The present Steam Packet Hotel was constructed in 1862-63. Tenders were called by architect, Alfred L Smith in March 1862 for “rebuilding the Steam Packet Hotel, Williamstown for Simon Staughton”.

The origins of the hotel formerly on the site now occupied by the Steam Packet are unclear. In the 1850s it is understood that the licence of an earlier hotel, the Ship Inn, was transferred to the Steampacket which took its name from the type of small passenger carrying ferry which shuttled between Williamstown and Melbourne (1).

By 1858 the rate book of the time lists that the Steam Packet was a wooden hotel owned by a ‘Simon Staughton’. It is very likely that this was the same Simon Staughton in 1862 when this wooden building was destroyed by fire and tenders were called for by the trustees of the estate of Samuel Staughton, the son of Simon.

Samuel continued to own the hotel until at least 1896, with quite a number of different licensees such as George Withers, Charles Kennedy, Frank Dobbin, William Gregory and Eliza Sims. The Williamstown Racing Club was formed after a meeting at the Steampacket in the early 1860s (2).

Simon Staughton was the founder of the pastoralist family who took up numerous runs in Victoria including those at Brisbane Ranges, Exford, Djerriwarrh, Mt Cotterill and Pyke's Creek. He arrived in the Colony in 1839 and died in St Kilda having maintained ownership of a number of hotels in the metropolitan area (see Oxford Hotel, Exhibition Street, Melbourne) (3). The family continued its association with Williamstown; Simon's grandson, Lieut. Col. Arthur Staughton, being appropriately a member of the Williamstown Racing Club (4).

Description

The Steam Packet is a two-storeyed stuccoed (over stone) and parapeted hotel set on the building lines of Aitken and Cole Streets with the traditional splayed corner and bar entrance; the residential entrance being to Cole Street. A cornice and string mould divide the storeys and symmetrical, architraved fenestration and corniced chimneys provide the Italian Renaissance derived ornament. An unparapeted similarly finished and fenestrated wing extends to the east.

The formerly four-panel entrance doors have been replaced; an illuminated sign attached and painted signs added to the stone wall on the north.

External Integrity and condition

Integrity – High. *Condition* – Good.

Context

A major corner building which is now somewhat overwhelmed by the modern development next door. It relates in style to the shops at 1-3 Cole Street.

Comparative Analysis

The Steam Packet compares with the following nineteenth century hotels that are also cited by this Study:

- Telegraph Hotel (Former), 17 Ann Street – 1862
- Stags Head Hotel, 39 Cecil Street – 1887
- Prince of Wales Hotel (Former), 1 Nelson Place – 1857
- Orient Hotel (Former), 55 Nelson Place – c.1870
- Napier Hotel (Former), 50 Stevedore Street - 1858
- Alfred Hotel (Former), 92 Stevedore Street – 1859-60

Thematic Context

Principal Australian Historical Theme(s)

Developing local, regional and national economies, Lodging people

Associations

Simon Staughton, Samuel Staughton, Williamstown Racing Club, Alfred L Smith

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 restore doors and repaint as original or typical. (Refer photographs in *Early Melbourne Architecture* p.176).

References

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

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

1 *Williamstown Chronicle* 5 October 1863, 2.1863 -5, 1863

2 *ibid.*; Evans, Wilson P (1969) *Port of Many Prows* p.62; Williamstown Rate Books 1862-63 (132), 1874 (161), 1883-84 (173), 1886-87 (192), 1892-93 (918), 1896 (896); Elsum, WH (1934) *The History of Williamstown* p.123

3 Billis & Kenyon, p.143

4 *Who's Who* 1935, p.436

Heritage Place Name	House
Address	52 Cole Street, Williamstown
Heritage Overlay No.	HO74
Heritage Precinct(s)	Government Survey Heritage Precinct
Significance	
Local	
Style & Type	
Victorian cottage	
Significant Dates	
1872	
Designer	
Unknown	
Builder	
Unknown	
Statement of Significance	
What is Significant?	
The Adams house, constructed 1872, at 52 Cole Street, Williamstown.	
How is it Significant?	
The Adams house at 52 Cole Street, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.	
Why is it Significant?	
Historically, it is significant as an early example of an investment building; the investor living within the bay trading area but outside of Williamstown. It demonstrates the significant development in Williamstown during the nineteenth century. (AHC criteria A4 and G1)	
Aesthetically, it is significant as a relatively intact example of a traditional early simple cottage, which is notable for its apparently early use of ashlar boarding (possibly refaced) and unusual fretted details (presumed from a later date). It makes an important contribution to the historic residential streetscape of Cole Street. (AHC criteria E1 and F1)	

History

The first definite date we have for this house is 1872 when it was owned by Reuben T Adams, who possibly lived on Sandridge Road (later City Road), in South Melbourne, but more likely was the Williamstown hotelier (1). It was described as of four rooms and timber. Adams leased the property for over 20 years to various tenants including Thomas Collins, a drill instructor; James Daly, a railway porter; John Heron, a sailor; and a shipwright, Alexander Watt (2)

Description

An ashlar-pattern boarded, double-fronted, hipped and asphalt shingle roof house with architraved openings and weatherboarded lesser walls. Art-metal window hoods probably date from early this century.

The front fence (presumed picket) has been replaced; a meter box added externally and possibly chimneys removed. A fretted trellis porch shown in a 1993 photograph has been removed.

External integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

The house contributes to part of a physically confined residential streetscape which is characterised by small frontages, generally timber construction, hipped roof shapes and close siting.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

Reuben T Adams

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 replace the inappropriate fence and repaint as original or typical.

References

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

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

1 Williamstown Rate Books 1872 (1068), 1874 (1077); Sands and Kenny (later McDougall) *Melbourne Directory* 1884; see A Ackerly's hotelier suggestion.

2 Williamstown Rate Books 1891-92 (909), 1892-93 (905), 1896 (885)

Heritage Place Name	Row Houses
Address	73-75 Cole Street, Williamstown
Heritage Overlay No.	HO75
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Two storey Victorian basalt duplex

Significant Dates

1859-60

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The row houses, constructed 1859-60, at 73-75 Cole Street, Williamstown.

How is it Significant?

The row houses at 73-75 Cole Street, Williamstown are of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, they are significant as rare examples of pre-1860 houses that demonstrate the first period of development in this part of South Williamstown. They also have strong associations through the first two owners with the early maritime history of the city. (AHC criteria A4, B2 and H1)

Aesthetically, they are significant as rare and near original examples of an unusual early residential form (undivided hip-roof two-storey duplex with verandah) built from a relatively uncommon material. (AHC criteria B2, E1 and F1)

History

Described as each of six rooms and of stone, these two houses were built in 1859 for grantee, John Tudor, who was a mariner. He owned them until 1868 but did not live there, leasing them to various tenants, one of whom was William Lee Murrell, the pilot who acquired the houses in 1869. He and his wife owned them until after 1896, always living in No. 73. Tenants in No. 75 included Mr. E. Barnard, a race handicapper; two customs officers, Thomas Roch and Samuel Rennie; Thomas Heuston, a marine surveyor; and in 1890 it was occupied by Charles Murrell, a commercial traveller, probably William's son (1). Tudor was an early Williamstown Cricket Club member followed by his son, Frank.

In *Through the Rip*, Wilson Evans spends some pages describing the 'minor casualties' inflicted on and by ships under Murrell's pilotage. Mr. Evans hastens to add "... but this is no way reflected on his ability. It merely highlighted the hazards of river navigation". Apparently Murrell was responsible for such accidents as damage to Queen's Wharf in 1864, running ships aground, stripping the blades from propellers, side-swiping passing vessels and striking down a fairway buoy. The full tale is well worth reading (2). In another instance Murrell was accused by the other pilots, in 1873, of cribbing on the rules and so being able to chalk up pilotage earnings – 'almost equal to the united sum of the other river and harbour pilots'. Murrell was warned that his pilot's licence would be suspended (3). However in 1880 he was still around, attending the meeting of the first Pilot Committee and he was still listed as a pilot in 1892 (4).

Description

A two-storey hip roofed duplex; each house single fronted and verandahed. Constructed of coursed basalt rubble (evident on the north wall), the south face and the facade is of stucco whilst the two chimneys are of quarry-face basalt masonry. Corrugated iron covers the roof of 73 and a coated metal tile of recent manufacture, that of 75. A five-panel door survives on 73 whilst four-pane hung window sashes are used generally.

The door and roof cladding of 75 have been replaced and the roof plumbing has been replaced with a non-period profile; the verandahs have been rebuilt sympathetically (c.1984) after the original jarrah posts were reputedly removed in 1970. The reconstructed two level verandah on both possesses period detail and form by use of the saltire-cross paneled balustrade, concave roof and stop-chamfered and capitalised timber posts; other original verandah details have been altered.

External Integrity and condition

Integrity – Moderate. *Condition* - Good

Context

The row houses make an important contribution to the historic nineteenth century character of Cole Street.

Thematic Context

Principal Australian Historical Theme(s)

Making suburbs

Associations

John Tudor, William Lee Murrell

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 restore or reconstruct door and roof of No 75 as 73 and repaint in original colours.

References

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

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

1 Williamstown Rate Books 1860-61 (737-38), 1865-66 (964), 1870-71 (989-990), 1871 (1000) 1876 (1100) 1886-87 (1127), 1890 (1174), 1896 (1182-83)

2 Evans, Wilson P. (1969) *Through the Rip* pp.51-53

3 loc. cit. p.47.

4 loc. cit. p.112; Williamstown Rate Books 1892-93 (1199)

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Heritage Place Name	Caledonian Inn (Former)
Address	77 Cole Street, Williamstown
Heritage Overlay No.	HO76
Heritage Precinct(s)	Government Survey Heritage Precinct

Significance

Local

Style & Type

Victorian Hotel

Significant Dates

c.1859

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The former Caledonian Inn, constructed c.1859, at 77 Cole Street, Williamstown.

How is it Significant?

The former Caledonian Inn at 77 Cole Street, Williamstown is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the oldest surviving hotels in Williamstown and is one of a number scattered throughout the otherwise residential area of the Government Survey precinct, which illustrates the proliferation of hotels prior to the introduction of stricter licensing controls in the late nineteenth and early twentieth centuries. (AHC criteria A4 and D2)

Aesthetically, although the façade has been defaced, it is significant as a rare example of a single storey hotel that retains some notable early detailing such as the bluestone sidewalls and one early chimney. (AHC criteria B2 and E1)

History

Contextual History

Barnard (1999) notes that:

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

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

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

History of Place

The Caledonian Inn, then described as '8 rooms and stone', opened on this site c.1859. It had a variety of private owners before being acquired by the Victoria Brewery Co. in 1890. Edwin Ward was hotelkeeper for a number of years. It was de-licensed in 1927, the same year a number of other hotels in Williamstown lost their license (including the nearby Bridge Hotel at 72 Thompson Street), apparently as a result of the metropolitan-wide Rechabite revival after World War One.

Description

The former Caledonian Inn is a single storey building built to the property line. The façade has been completely defaced, however, the original bluestone construction can clearly be seen in the exposed side walls. Other original or early features include the hipped roof and at least one chimney.

External Integrity and condition

Integrity – Low to Moderate. *Condition* – Fair.

Context

Adjacent to almost contemporary two storey bluestone houses at Nos. 75-77 in a predominantly residential area.

Comparative Analysis

The former Caledonia Inn is believed to be the oldest of the three surviving early hotels south of the railway line in Williamstown - the others are the former Bridge Hotel at 72 Thompson Street (1868) and the former Phaups Beach Hotel at 41 Twyford Street (1870) - and one of the oldest in the municipality. It is also one of only two surviving single storey hotels in the municipality, the other being the former Oddfellows Hotel (c.1864) at 44 Dover Road.

Thematic Context

Principal Australian Historical Theme(s)

Building settlements, towns and cities; Development of community services and utilities.

Associations

Victoria Brewery Company

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to repaint trim and fence in original or typical colours.

References

- Hobsons Bay City Council, *Hobsons Bay Thematic Environmental History*, 2003
- Williamstown Rate Books 1885-86 (1112), 1890-91 (1192), 1896 (1184)
- Ackerly, A (1987) *Williamstown History Kit*

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Heritage Place Name	Cox's Garden Cottage
Address	11 Cox's Garden, Williamstown
Heritage Overlay No.	H077
Heritage Precinct(s)	Cox's Garden Heritage Precinct Private Survey Heritage Precinct

Significance

Local & State
(VHR H487)

Style & Type

Victorian cottage

Significant Dates

c.1858

Designer

Unknown

Builder

William Pearson



Statement of Significance

What is Significant?

Cox's Garden cottage, comprising the two rooms constructed c.1858 reputedly by William Pearson for Samuel George Cox with a two-room addition constructed between 1866-75, at 11 Cox's Garden Williamstown.

How is it Significant?

Cox's Garden Cottage at 11 Cox's Garden, Williamstown is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the cottage is significant as one of a very small group of surviving pre-1860 two room timber worker's cottages in Melbourne and one of less than ten pre-1860 timber dwellings in Williamstown. Cox's Garden was a privately created subdivision and street of modest timber cottages, established by fisherman Samuel George Cox in the early 1850s and this gives the Cottage, the most intact of the surviving cottages, added significance. It is also locally important for its long association with the Randall family who owned and occupied the Cottage between c.1866 and 1978 and were associated with the maritime industry in Williamstown over a long period. (AHC criteria A4, B2 and H1)

Socially, the cottage is significant as a rare example of an early workers cottage. The front two rooms

are the original cottage dating from c.1858 and illustrate the very basic nature of the housing of many Melburnians in the 1850s. (AHC criteria B2 and D2)

Aesthetically, the cottage is architecturally significant as a now rare example of a very early timber house, which makes an important contribution to the historic character of the Cox's Garden Heritage Precinct. Internally, the survival of the rough sawn timber internal lining boards with wallpaper over fabric and hessian fixed to them and timber shake roof cladding beneath the recent corrugated iron sheeting, is very unusual. (AHC criteria B2, E1 and F1)

Note: Included on the Victorian Heritage Register as VHR H487.

History

After Section Nine of Crown Portion Two was sold in 1849, Samuel George Cox, a Williamstown fisherman, subdivided 13 acres around this site from 1854 to 1861 after he purchased Lot 31 in 1849 and confirmed his purchase in 1854. (1)

Samuel Cox sold this allotment to former Cape Otway light-house assistant keeper, George Morwick in 1854 for £30. What was described as a two-room wooden dwelling was rated in October 1858 but appears not to be shown in Windsor's plan of 1858. Hence it was probably built at this time by Morwick, then listed as a 'ballastman'. Rate Book descriptions varied from the original two rooms, to three in 1866, four in 1875 and five in 1891.

George Morwick junior, a sail maker, and his son Harold were long-time occupiers of 137 Nelson Place (2). Morwick snr. leased-out the house until c.1866 when it was sold to a mariner, Frederick Randall (3). Morwick died in 1872 (Lemon & Morgan p.209) while another Randall, David, owned 12 Cox's Garden, opposite (q.v.).

The Randall family continued to own the cottage for over 100 years. Frederick was followed by his son, Frederick Jr., who raised his family here. The final occupant was Charles Edward Randall who died in 1975. The cottage then remained vacant until it was acquired by the City of Williamstown in 1978.

The cottage is an important part of the Cox's Gardens precinct that was once of State importance, comprising as it did a series of similar simple cottages with very early (pre-1860) construction dates of timber construction in an unusually original state for this type. Recent losses have impaired this rare street which nevertheless despite demolitions and alterations, retains some of its original character. The surviving examples are sighted within a confined area and their early ownership, by those involved in the early maritime pursuits, evokes the character which distinguishes Williamstown from most other metropolitan residential districts.

Description

The house at 11 Cox's Garden, Williamstown is a simple double fronted, hip-roof cottage. Originally of two rooms, a further two rooms were added in a separate hip roof bay at the rear. It is clad with wide softwood weather boards to the front walls and corrugated iron to the roof (the section at the front covers the original shingles). Slim mouldings provide architraves to openings; the four-panel door, unlike other early houses in Cox's Garden, having no toplight.

Changes to the external fabric include the spiked ogee profile guttering, the replacement of the multi-paned windows in the rear addition, the replacement of the front door, the replacement of some of the weatherboards (some original beaded boards survive on the north elevation), the addition of small square windows in the north elevation, and the replacement of the presumed arrow head picket fence with the present interwar woven wire fence.

Internally, the building has deteriorated with the loss of much of the original dividing wall fabric.

External Integrity and condition

Integrity – Moderate. Condition – Poor.

Context

A contributory element within the Cox's Garden precinct. It is now the only cottage surviving on the west side of Cox's Garden and one of only four early houses in this typically narrow off street residential subdivision: others include Nos. 12, 10, and 4, each possessing differing degrees of integrity. The setting of the cottage is greatly diminished by the car park to the north.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

Samuel George Cox, George Morwick, Frederick Randall

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H487
Register of the National Estate:	Yes
National Trust Register:	Yes

Management objectives

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

A Conservation Management Plan has been prepared for this building. All future use and development should also be in accordance with this plan.

References

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

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

Bick, David (2003) *Cox's Garden Cottage Conservation Management Plan*

1 National Trust Of Australia (Victoria), File 4272; Parish Plan; Registrar General's Office, General Law Titles.

2 Williamstown Rate Books 1858-59 (683), 'Williamstown Plan Surveyed by Public Lands Officer, G.A. Windsor by 5.7.1858'; Registrar General's Office, General Law Titles

3 Williamstown Rate Books 1870 (1211), 1894-95 (2252)

Heritage Place Name	St Heliers
Address	12 Cox's Garden, Williamstown
Heritage Overlay No.	HO78
Heritage Precinct(s)	Cox's Garden Heritage Precinct Private Survey Heritage Precinct

Significance

Local & State
(VHR H560)

Style & Type

Victorian cottage

Significant Dates

c.1855-57

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

'St Heliers', constructed c.1855, at 12 Cox's Garden, Williamstown.

How is it Significant?

'St Heliers' at 12 Cox's Garden, Williamstown is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as one of the oldest timber houses in Melbourne and demonstrates the early development of Williamstown. It is also notable for its strong associations with the maritime industry, which distinguishes Williamstown in the metropolitan area. (AHC criteria A4 and D2)

Aesthetically, it is significant as a near original, very early example of a simple timber house, which is notable for its rare timber decorative detailing. It makes a significant contribution to the historic character of the Cox's Garden residential precinct. (AHC criteria E1 and F1)

Note: Included on the Victorian Heritage Register as VHR H560.

History

After Section Nine of Crown Portion Two was sold in 1849, Samuel George Cox, a Williamstown fisherman, subdivided 13 acres around this site from 1854 to 1861, after he purchased lot 31 in 1849

and confirmed his purchase in 1854 (1).

David Randall, a diver of Sandridge (Port Melbourne) was the first owner of what was described as a two room wooden house after 1857. Randall had purchased his block from Samuel Cox in November 1854 for £81 (1). By 1865 he had sold it to a mariner (or ballast man), Henry Robinson, who owned the property and lived there until 1886 after which he leased it to another sailor, William Freeman and a carpenter, Jacob Alston (2). Changes in rate book descriptions occur by c.1862 (four rooms) and c.1890 (five rooms) (3).

Description

A double-fronted, originally two-roomed, simple-hip roofed wide- boarded house with iron roof cladding, spiked ogee-profile gutters, a hipped concave-profile timber verandah which is set on the street alignment and characteristic valence ornament consisting of fretted timber in pierced and arched designs. Four pane window sashes and fine moulded architraves are further details and a skillion has added more rooms at the rear.

The house was restored and partly reconstructed when the two level rear addition was added in the 1990s.

External Integrity and condition

Integrity - Moderate to High. *Condition* - Good

Context

A contributory element to an important early residential precinct.

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

David Randall, Henry Robinson

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes
Heritage Victoria Register:	Yes – VHR H560
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 Sands and Kenny (later McDougall) *Melbourne Directory* 1868; Williamstown Rate Books 1858-59 (691), 1857-58 (592), Registrar General's Office, General Law Titles

2 Williamstown Rate Books 1865-66 (1142), 1886-87 (2438), 1896 (2240)

3 Williamstown Rate Books 1862-63 (1016), 1890 (2528)

Heritage Place Name	Terrace Row – ‘Leo’, ‘Monti’, ‘Guilford’ and ‘Victor’
Address	10-16 Davies Street, Newport
Heritage Overlay No.	HO79
Heritage Precinct(s)	Private Survey Heritage Precinct

Significance

Local

Style & Type

Victorian terrace

Significant Dates

1891

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The terrace row, constructed in 1891, at 10-16 Davies Street, Newport.

How is it Significant?

The terrace row at 10-16 Davies Street, Newport is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant as it was among the first houses to be constructed within this part of Newport and it therefore illustrates the early speculative subdivision and development, which occurred just prior to the 1890s depression. (AHC criteria A4 and D2)

Aesthetically, it is significant as an intact representative example of a Victorian brick terrace, a building type that is common in other inner-metropolitan areas but rare in Newport and Williamstown. (AHC criteria B2, E1 and F1)

History

The terrace row at 10-16 Davies Street, Newport was constructed in 1891 for WO Coulson, who occupied one and let the others out to a variety of tenants, many of whom were associated with the railway and maritime industries such as John Jamieson (sailmaker) and Percy Sharpley (Railway Employee). By 1896, all four had been sold to a Mr George A Andrews who similarly to the first owner lived in one and let the other three.

Description

A row of four single-storey, single-fronted brick (painted) Victorian terraces, with verandahs, built to the street boundary. Notable original elements include:

- The attached house form, which is uncommon in the municipality.
- Rendered parapets, with house name signage, on each terrace
- Cast-iron friezes on verandahs
- Brick wing walls with rendered cappings
- Four-panelled timber doors
- Cement rendered chimneys

External Integrity and condition

Integrity – Moderate to high. *Condition* - good

Context

An isolated example of a late Victorian terrace, which is surrounded by later, predominantly detached housing from the late Federation and Interwar periods.

Comparative Analysis

Attached terrace rows of more than two dwellings are rare in Williamstown. This is one of only five known examples, the others being 95-99 Douglas Parade, 9-19 Haslam Street, Williamstown (1890), 64-70 North Road, Newport (c.1915), and 19-27 Thompson Street, Williamstown (c.1890)

Thematic Context

Principal Australian Historical Theme(s)

Making Suburbs

Associations

WO Coulson, George A Andrews.

Recommendations

Statutory protection

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

Management objectives

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

It would also be desirable to repaint trim and fence in original or typical colours and reconstruct the original fences.

References

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

City of Williamstown Rate Books 1890-91 (3938-41); 1891-92 (3839-42); 1892-93 (3824-27); 1896 (3756-59)

Sands and Kenny *Melbourne Directory* 1890-1900

MMBW c.1905 Detail Plan No. 77

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Heritage Place Name	United Friendly Societies (UFS) Dispensary (Former)
Address	35 Davies Street, Newport
Heritage Overlay No.	HO80
Heritage Precinct(s)	Melbourne Road Commercial Heritage Precinct

Significance

Local

Style & Type

Edwardian shop & dwelling

Significant Dates

1915

Designer

William Pitt

Builder

Unknown



Statement of Significance

What is Significant?

The former United Friendly Societies Dispensary, designed by William Pitt and constructed in 1915, at 35 Davies Street, Newport.

How is it Significant?

The former United Friendly Societies Dispensary at 35 Davies Street, Newport is of local historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically and socially, it is significant as the only known example of a Friendly Society Dispensary in Hobsons Bay and is therefore notable for its ability to illustrate the important role that these organisations played in the early development of the community. It also demonstrates the growth that occurred in the Newport area during the Edwardian and Interwar periods. (AHC criteria A4, B2 and G1)

Aesthetically, it is significant as a notable example of Edwardian architecture by prominent Melbourne architect, William Pitt, which expresses its former role through the original integral signage. (AHC criteria E1 and F1)

History

Contextual History

Barnard (1999) notes that:

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

Williamstown Illustrated noted in 1904 that the number of UFS members using the Ferguson Street United Free dispensary was 2,650 who filled an estimated 42,000 prescriptions per year. The annual expenditure of the Dispensary was £1,200.

History of Place

The United Friendly Societies (UFS) Newport dispensary was constructed on this site in 1915. Designed by Melbourne architect, William Pitt, it replaced the existing branch dispensary situated in Melbourne Road and operated in conjunction with the Williamstown United Free dispensary, which had been constructed in Ferguson Street in 1876. As well as the dispensary, the building also included meeting rooms for lodge members.

The Davies Street site was not the unanimous choice of all associations within the UFS; the 13 March 1915 edition of the *Williamstown Advertiser* included an article entitled "Site objected to", which reported that Mr GFP Jones at the meeting of the Williamstown branch of the Australian Natives Association moved that "the branch delegates on the Dispensary be instructed to vote against the site of the proposed branch dispensary at Newport". The branch delegate, Mr F Woods, agreed adding "... he had opposed the site from the first. It was not the place for a public building and it would be a short sighted policy to use it for that purpose". A motion instructing the branch delegates to oppose the site was agreed to.

However, the ANA must have been unsuccessful in their bid as a tender notice was placed by William Pitt in the 20 March 1915 edition of the *Advertiser*, which invited tenders for "the erection of a two-story dispensary at Newport for the United Friendly Societies". The estimated cost was £1,500 and provision was "to be made for large meetings". A total of 15 designs were submitted by architectural firms including Gawler & Drummond, A Trebilco, R Blackburn and William Pitt. (*Williamstown Advertiser* 16 January 1915)

The dispensary was completed and in use by early 1916. A notice in the 26 February 1916 edition of the *Advertiser* placed by the UFS advised members "...if possible, to avail themselves of the facilities offered at the branch dispensary, Davis Street, Newport" while repairs were carried out at the Ferguson Street dispensary.

William Pitt was a prominent Melbourne architect who is perhaps best known as the designer of the Rialto group of buildings in Collins Street, Melbourne.

Description

The former UFS Dispensary is a two-storey, red brick Edwardian building, built along the street boundary, with a high parapet concealing its roof. Significant original elements include:

- The central bay window with leadlight casements and fish scale patterned pressed metal with carved timber brackets, which is flanked by symmetrically placed narrow windows.
- Scrolled parapet with 'UFS Dispensary' signage.
- Roughcast rendering to the upper part of the facade beneath a moulded cement rendered cornice.

The ground floor has been altered by addition of large windows and a timber post verandah

External Integrity and condition

Integrity – Moderate. *Condition* – Good.

Context

Situated at the eastern end of Davies Street, which is otherwise residential but in proximity to the Edwardian era shopping centre in Melbourne Road.

Comparative Analysis

The only surviving UFS Dispensary in Hobsons Bay, it is also one of the largest and most architecturally resolved Edwardian shops within the municipality.

Thematic Context

Principal Australian Historical Theme(s)

Building settlements, towns and cities; Development of community services and utilities.

Associations

United Friendly Societies, William Pitt

Recommendations

Statutory protection

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

Management objectives

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

References

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

Williamstown Advertiser. 16 January 1915, 13 and 20 March 1915, and 12 February 1916.

1904 *Williamstown Illustrated*