

COMMONWEALTH OIL REFINERIES CO. BUILDINGS

Address	Part 1A and 39-81 Burleigh Street, Spotswood
Significance	Local
Construction Dates	Northern Utility + Office Building 1924, Southern Office Building 1940
Period	Interwar
Date Inspected	Early 2021



Northern utility building (1924)



Southern office building (1940)

Statement of Significance

What is Significant?

The *Commonwealth Oil Refineries Co. Buildings* at 39-81 Burleigh Street, Spotswood, consists of two single storey Interwar period buildings – a utility + office building constructed in 1924 and an office building constructed in 1940.

The significant features/elements are:

- Utility + Office building (1924) - gabled and parapeted roof forms, corrugated roof sheeting, eaves, oculus vents to the gabled ends and red face brick walls. The metal sliding door, brick piers, blind niches, rendered/concrete lintels and brick sills are also significant. The multi-paned metal windows which included a horizontal pivot window are notable.
- Office building (1940) - gabled roof, terracotta roof tiles, corbelled eaves, red face brick walls and timber windows and doors. Clinker brick elements and Roman brick detailing are also significant.

How is it Significant?

The *Commonwealth Oil Refineries Co. Buildings* at 39-81 Burleigh Street are of local historical, rarity and representative significance to the City of Hobsons Bay.

Why is it Significant?

The *Commonwealth Oil Refineries Co. Buildings* at 39-81 Burleigh Street are of historical significance as buildings developed by Commonwealth Oil Refineries Co. (COR) to support **Australia's first oil refinery** built at Altona North in 1924. The subject buildings played a pivotal role in the operations of the site as a repository tank farm by coordinating the storage and pumping of crude oil to the refinery. The buildings are associated with the establishment of the COR in 1920 who were pioneers in the refining of crude oil products in Australia.

The two adjacent Interwar period buildings are the main surviving elements at the site. The northern building constructed in 1924 and indicative of the initial phase of development, whereas the southern building was constructed in 1940 and is indicative of the

ongoing development and expansion of the COR facilities between the 1930s and the 1950s, which reached a maximum at this time.

More broadly, the buildings are associated with the emerging petrochemical industry in Australia and concentration of oil/petrochemical complexes that were established at Spotswood during the early part of the twentieth century. (Criterion A)

The 1924 utility + office building is rare surviving evidence of the earliest phase of development of COR and the petrochemical industry in the municipality and Australia. (Criterion B)

The *Commonwealth Oil Refineries Co. Buildings* at 39-81 Burleigh Street are of representative significance as intact examples of Interwar period buildings that were designed as utility and/or administrative buildings but in different manners according to the time of their construction.

The detailing of the northern building is representative of the early part of the Interwar period with its rendered/concrete lintels and steel-framed windows, the latter which incorporate an uncommon horizontal pivoting section. Differing internal functions are indicated by blank wall sections and blind niches.

The southern building operated in an administrative capacity and displays Tudor Revival influences, a style that was popular during the latter part of the Interwar period and more typically employed in a residential setting. The corbelled brickwork to the gable end, the use of terracotta roof tiles, contrasting brickwork (clinker and Roman), and timber casement windows all contribute to the domestic appearance of the building. (Criterion D)

Description

The two buildings – northern and southern - are located at the south-west corner of the former Commonwealth Oil Refineries Company site, a large roughly triangular shaped parcel of land, which is bound by Burleigh Street (north), Drake Street (west) and the former rail line (south and east). The site is largely flat and generally has wire mesh fence to the street boundary.

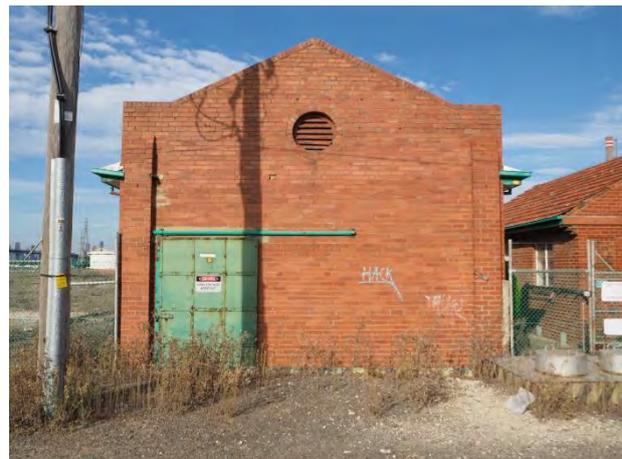
Northern Utility + Office Building

The northern utility + office building (likely a valve or pumphouse) is intact. It has a rectangular footprint and its west wall sits on the Drake Street boundary.

The palette of red brick walls in stretcher bond with concrete lintels is typical of industrial buildings of the early part of the Interwar period. The building has a gable roof, clad in corrugated sheet metal clad, and eaves lined with sheeting, with a timber fascia and eaves gutters.



Northern building, south-west corner



West elevation

The narrower east and west walls terminate in a parapet with a central gable, in line with the roof. The coping has a single course of rowlock bricks.

The west/Drake Street elevation has a central oculus to the gabled end/upper part of the wall with timber louvres and a wide metal-lined, sliding door with an external rail. To the outer edge is a narrow buttress surmounted by corbelled brickwork. The

east elevation is not visible from the public realm however historical aerials show a similar appearance to that of the west elevation (circular vent and large central opening), as do recent aerials views.¹

The north and south elevations are similar and are divided into five bays by brick piers. Each bay has a large rectangular window or blind niche with a rendered/concrete lintel, sills with bullnose bricks and paired terracotta vents to the lower and upper parts of the wall. The use of multi-paned steel windows (five panes high by four panes wide) is typical of industrial buildings constructed during the Interwar period. There is a horizontally pivoting section to the centre of the window, which are not common (as hoppers were the standard openable/ventilating panes). The windows have panes with safety glass (albeit some panes have been replaced).



Northern building, north elevation



Blind niche and steel framed window

The western most bay on the south elevation has a door with timber boards. In the middle bay, above the window is a large pipe and a metal flue.

Southern Office Building

The southern office building is set back by a couple of metres from the Drake Street boundary. It has red brick walls, also in stretcher bond, and a gable roof clad in terracotta tiles.

The southern building incorporates some Tudor Revival style influences and use of brickwork that was popular during the latter part of the Interwar period, especially in the residential sphere. The gabled roof has contrasting clinker brickwork to the upper course of the gable end, the corbelling, and a panel in the blind niche in the west elevation. There is also a panel of Roman bricks with a clinker brick band/lintel, which is partly visible.

The windows are timber casement type, each with three panes. On the north elevation is a timber door with a glass pane and highlight window above.

¹ These elements are evident in a 1939 historic photo of the building. It is assumed these original elements remain. (Source: SLV, Aerial photograph dated February 1939, Charles D Pratt, H91.160/1764).



Southern building, north-west corner



Clinker brick elements

History

The suburb of Spotswood covers the unceded Country of the Yalukit-Willam people of the Kulin nation, who maintain an ongoing cultural connection to the land. This low-lying, riverside environment was alienated from the late 1830s and the early crown Allotments are evident on the below Parish Plan

APOC and COR

In 1901 a concession was signed between British businessman **William Knox D'Arcy** and Mozzafar al-Din, Shah of Persia, **permitting D'Arcy exclusive rights to explore for oil in the Middle East. In 1908 the first significant find in commercial quantities** was discovered in the Khuzestan Province, south-west of Persia (now Iran). Subsequently, the Anglo-Persian Oil Company (APOC - now BP) was founded the following year as a subsidiary of the Burmah Oil Company. By 1912 an oil refinery at Abadan Island in the south-west of Iran was in operation.

In Australia, the petroleum industry emerged during the early twentieth century as kerosene and oil became important for everyday domestic and industrial use.² In 1901 the Shell Company established a bulk handling facility for imported fuel oil, kerosene and petrol at Williamstown.³ Petrol refining was carried out overseas and imported in a refined state and distributed from local depots.

In 1920 Australian oil company, Commonwealth Oil Refineries Ltd (COR) was formed as a joint venture between the Commonwealth Government and APOC. The COR had a nominal capital of £500,000 in which the Government retained a controlling interest.⁴ The establishment of a petrochemical industry in Australia would replace overseas imports with locally produced commodities and reduce **Australia's import bill**.

The purpose of the COR would be to erect plant in Australia for the purposes of refining crude oil either obtained in Australia or abroad.⁵ In 1924 a repository tank farm and pumping operations at Spotswood (subject site) was built to assist the oil refinery at Altona North, the first refinery in Australia.

² *Hobsons Bay Heritage Study, Vol. 1b, Thematic Environmental History*, October 2003

³ https://en.wikipedia.org/wiki/Shell_Australia. In 1905 the British Imperial Oil Company Ltd., was established as a joint venture between the Shell Transport and Trading Company and the Royal Dutch Petroleum Company. It was renamed the Shell Company of Australia in 1926. In 2014 *Shell* sold its Geelong refinery and Australian petrol stations to Dutch company *Vitol*. The latter operate as *Viva Energy* whilst maintaining the *Shell* branding.

⁴ 'Commonwealth Oil Refineries', *Argus*, 13 July 1923, p7

⁵ 'Commonwealth Oil Works. Refining Plant About to Start,' *Age*, 13 March 1924, p8. As part of the agreement, up to 100,000 tons of crude oil would be shipped annually from Iran.

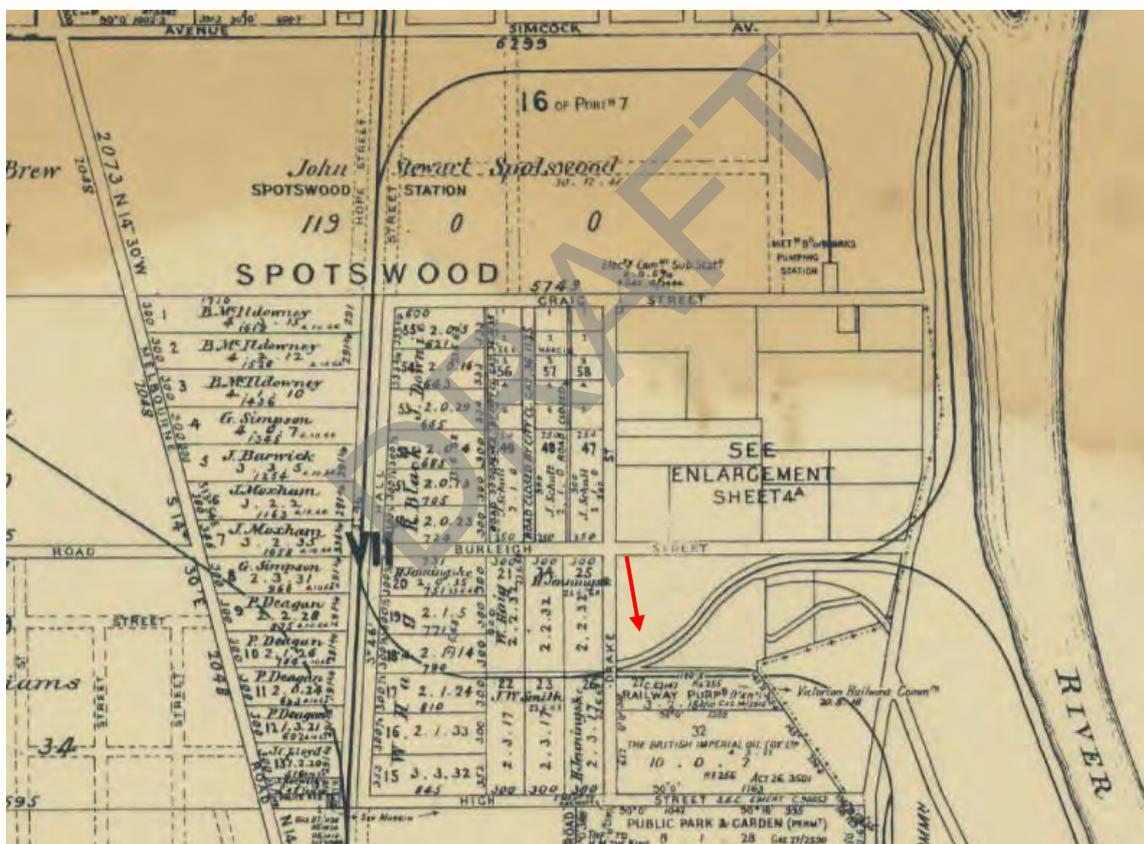
Site-specific

In 1841 John Stewart Spotswood purchased 119 acres of Crown land in the Parish of Cut-Paw Paw for grazing cattle and the quarrying of basalt. **Spotswood's family name was eventually bestowed upon the area, replacing the earlier usage of Edom and Spottiswoode.**⁶

The subject **site derives from Section 7 of the Parish Plan, situated to the south of Spotswood's holdings.** During the late 19th century much of the land along the river was the focus of industrial and residential development. The allotments closest to the river were configured into larger allotments for industrial purposes and the railway was extended eastwards, establishing the boundaries of the subject site (an area of just over two hectares).⁷

The abundance of flat land and proximity to the rail line and port was desirable for new as well as established businesses who required large sections of land or were seeking to expand. In 1890 the Melbourne Glass Bottle Works relocated from their South Melbourne premise to Spotswood erecting a large manufacturing plant. Between 1893 and 1897 the Spotswood Pumping Station **was constructed by the Melbourne Metropolitan Board of Works to facilitate Melbourne's sewerage system.**⁸

The Parish Plan of Cut-Paw Paw shows the roughly triangular parcel of land associated with the subject site which is bounded by Burleigh and Drake streets and the railway.⁹ At the intersection of Drake and High streets is large ten-acre allotment owned by the British Imperial Oil Company Ltd.



Parish Plan of Cut Paw-Paw, Sheet 4, C345(19). The subject site is indicated (red arrow). On the north side of Craig Street is the Pumping Station and on the north side of High Street is the British Imperial Oil Company.

In 1922 the COR acquired the subject site bounded by Burleigh and Drake streets for the purposes of developing a bulk storage depot for crude oil. The oil would be shipped from Iran to Melbourne by steamer and stored in steel tanks at the subject site

⁶ Spotswood Railway Station (1878) was known as Edom until 1881, then Spottiswoode. In 1905, it was renamed, Spotswood.

⁷ Title Plan, TP 302945S,

⁸ 'Victorian Places, Spotswood', www.victorianplaces.com.au/spotswood, 2015. The basalt terrain of the Spotswood area provided a stable foundation

⁹ Cut Paw-Paw Parish Plan, Sheet 4, C345(19)

before being pumped along a pipeline from the site to a storage tank depot alongside the company's refinery near Altona North.¹⁰

By October 1923 pipelines, railways and the construction of two steel storage tanks had commenced at the subject site.¹¹ A new purpose-built company wharf at Spotswood (Berth No. 4) was constructed by the Melbourne Harbour Trust. This included an Officers and Mens Quarters built to the west of Berth no. 4.¹²

Northern Utility + Office Building

The earlier of the two subject buildings at the site was constructed in 1923-24 during the initial stage of the site's development. The utility building (a valve or pump house) was integral to the operations at the site and would have been multi-functional, serving an administrative role as the only building on the site for about seven years.¹³ It also contained some electrical equipment and/or switchboard.

In March 1924 the first shipment of crude oil arrived in Melbourne via tank steamer *British Rose*.¹⁴ A party of about thirty individuals witnessed the pumping operations at Spotswood, the first of its kind in Australia. Crude oil was pumped at a rate of 500 tonnes an hour into the largest store tank at the subject site, which had the capacity to hold 10,000 tons of oil.¹⁵ It was subsequently pumped from the tank to the Altona North refinery.

This process involved electrically driven pumps which delivered the oil in eight-inch pipes along an underground pipeline 3 ½ miles in length to the refinery.¹⁶ The smaller tank at the subject site served as a repository tank 'into which fuel oil for the refinery may be pumped for delivery to vessels at the oil wharf.'¹⁷

At the Altona North refinery, the crude oil was distilled and 'the various components drawn off as vapor as they reach their boiling point.'¹⁸ Benzine, kerosene and residual, or fuel oil was produced which could then be used in Diesel engines or steam boilers.¹⁹ The refinery had the capacity to accommodate 15,000 tonnes of crude oil and 400 tonnes of fuel oil.²⁰ The fuel oil was subsequently pumped back to the Spotswood site or the depot in Port Melbourne. There were additional distributing depots in Sydney, Newcastle, Brisbane and Adelaide.²¹

A 1925 aerial (however poor quality) of the subject site shows the northern utility + office building and two oil storage tanks (NP6 + NP7 - now demolished).

¹⁰ Newspaper articles dating from the 1920s to the 1950s commonly refer to the Altona North refinery as situated in Laverton.

¹¹ 'Commonwealth Oil Refineries', Sydney Morning Herald, 3 October 1923, p15. The storage tanks (NP6 and NP7) at 39-81 Burleigh Street, Spotswood were removed in 2019 (Nearmap.com)

¹² Tender Notice, *Argus*, 10 November 1923, p14. It is not known if the Officers and Mens Quarters survive.

¹³ The building would have accommodated a variety of technical and administrative functions needed to fulfil the extensive daily operations at the site. **The Atlantic Oil Company's Plant at Spotswood initially consisted of 'a brick and steel storehouse for case handling and distribution: brick office buildings; garage to house the road trucks (steel frame), and electrically driven pumps in the main pump house adjacent to the tanks.'** ('Oil Company's Plant, 29 February 1928, p14)

¹⁴ 'Commonwealth Oil Refineries', Brisbane Courier, 8 March 1924, p4

¹⁵ 'Commonwealth Oil Works. Refining Plant About to Start,' *Age*, 13 March 1924, p8

¹⁶ 'Melbourne's Oil Plant. First Refined Products This Month,' *Herald*, 5 April 1924, p8; *Herald*, 7 March 1924, p5

¹⁷ 'Commonwealth Oil Works. Refining Plant About to Start,' *Age*, 13 March 1924, p8

¹⁸ 'Oil Refining becomes a giant of industry,' 2 December 1954, p10

¹⁹ 'Oil Refineries. 100,000 Tons to be Treated Annually', *Northern Star*, 18 March 1924, p3

²⁰ 'Melbourne's Oil Plant. First Refined Products This Month,' *Herald*, 5 April 1924, p8

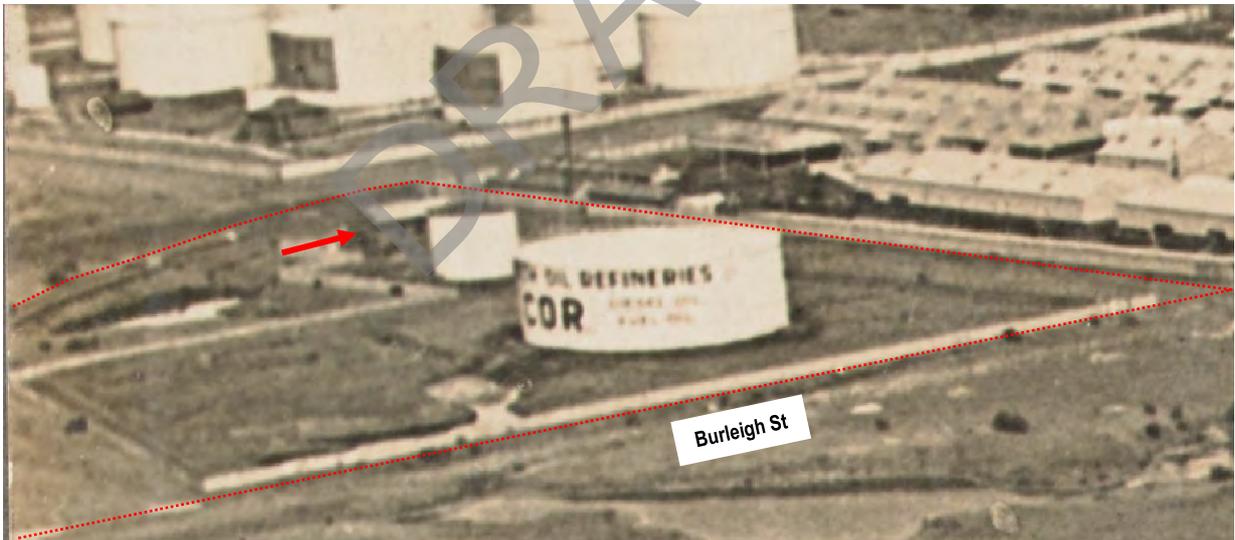
²¹ 'Commonwealth Oil Works. Refining Plant About to Start', *Age*, 13 March 1924, p8



1925 aerial, from west, with the northern building highlighted
(Source: Oil and Australia, *Herald*, 16 September 1925, p16)

By 1926 the company's capital had had increased to £750,000.²² It was reported that at full capacity the Altona North refining plant would have the capability to provide about one-third of the annual consumption of commercial oil in Australia.²³

A photograph dated 1930 shows that the northern building and two storage tanks continued to be the only structures at the COR site.



Aerial Photograph dated 1930. The first subject building is indicated.

'Aerial view of the M.M.B.W. pumping station at Spotswood, Commonwealth Oil Refineries and Australian Glass Manufacturers', Shaw-Ross Aviation Co. (Source: SLV, H29860)

A second historic photograph likely dating circa 1930 shows the south-east corner of the northern building. The parapet and gabled vent on the east elevation is evident.

²² 'Victorian Industries. Story of Enterprise', *Argus*, 9 September 1926, p26

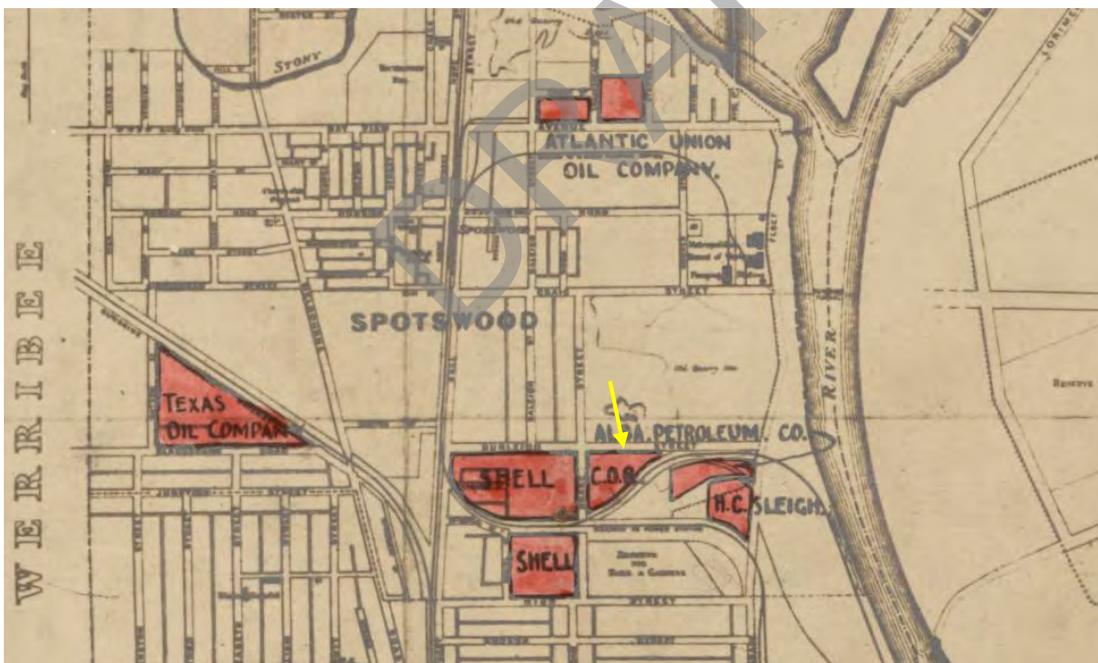
²³ 'Our Latest Industry, Commonwealth Oil Works,' *Smith's Weekly*, 10 May 1924, p29



Circa 1925 -1932²⁴ showing the south-east corner of the building and bulk storage tanks NP6 and NP7 (Source: SLV, Charles Daniel Pratt, H91.160/252)

In 1932 extensive changes were made at the subject site to reflect the latest improvements in oil refining and to match the efficiency of overseas plants.²⁵ An additional five oil storage tanks were erected and equipment for the bulk handling of petrol between the depots in Spotswood and the refinery supplied. The COR reportedly carried out the works ahead of schedule as a contribution towards the high levels of unemployment at the time. Materials were locally sourced where possible.

A map of Spotswood in the early 1930s shows the subject site as one of six major oil companies in the vicinity of the port. Other oil companies included the Texas Oil Co., Atlantic Union Oil Co., Shell Oil Co., and H C Sleigh Oil Co. (Golden Fleece).²⁶



Extract from a map showing location of oil companies in Spotswood, early 1930s – the COR site indicated by the yellow arrow (Source: Melbourne Harbour Trust Collection/12, NLA, <http://nla.gov.au/nla.obj-2141160643>)

²⁴ The photograph is labelled ‘Ships berthed in Yarra River, Commonwealth Oil Refinery in background’ and is dated ca 1925 – ca. 1946. It is however known it predates the expansion of the subject site which commenced in 1932.

²⁵ ‘New Refining Unit, Local Material Used,’ 2 February 1932, p3

²⁶ Early 1930s. Map showing location of oil companies in Port of Melbourne, Williamstown, Spotswood and Yarraville, Victoria]. <https://nla.gov.au/nla.obj-2141160643>

A photograph dated 1939 shows the subject site as it continued to be developed. Five additional storage tanks and extensive network of overground pipes contained by bund retaining walls have been installed.²⁷ In the south-west corner of the site is the extant brick utility + office building constructed in 1924. Pipes have been fixed to the south elevation, this is likely due to the increased capacity and improvements at the site.

A second utility building (now demolished) – a brick pumphouse – was built to the east of the extant 1924 building to supplement the pumping operations. A series of pipes connects the pumphouse to the various storage tanks. The brick building had a rectangular footprint, gabled roof, and two windows on the east elevation.²⁸



Aerial photograph dated February 1939 (Charles D Pratt), view from the east. The 1924 building is indicated. (Source: State Library of Victoria, H91.160/1764)



1924 building (red arrow) and demolished brick pumphouse to the east side.

In 1937 the new modern designed tanker 'British Destiny' completed its first voyage from Abadan to Spotswood. The tanker was one of 18 new tankers added to the fleet which had a combined cost of £3,000,000. The new tankers were constructed in British

²⁷ A bund is an embankment or wall surrounding an industrial fuel tank.

²⁸ The brick building remains and is not readily visible from the public realm. (Source: Nearmap, 2021)

shipyards and were each designed to carry about 12,250 tonnes.²⁹ The re-arranged tanks system allowed 'greater flexibility in carrying and manipulating separate types of petroleum products.'³⁰

Southern Office Building

The second of the subject buildings was erected in 1940, immediately to the south of the original building. In May 1940 a tender notice for the construction of a brick office building measuring 31 feet x 22 feet at the subject site was advertised. The office building was to be erected at Spotswood and would facilitate the ongoing operations at the site during WWII.³¹



1945 aerial showing both the 1924 building (north) and the 1940 building (south).
(Source: Landata, Project No. 5, Run 21, Frame 58566)

Post-WWII

A COR advertisement post-WWII shows the company marketed motor spirit, lamp kerosene, power kerosene, light diesel, diesel oils and fuel and bunker oils.

By 1950 the site continued to operate as an import terminal and storage facility for crude oil.³² A fourth brick building was erected in the early 1950s to the north of the 1924 building.

²⁹ 'Modern Oil Tankers. Maiden Voyage of 'British Destiny'. *Canberra Times*, 25 February 1937, p6

³⁰ 'Modern Oil Tankers. Maiden Voyage of 'British Destiny'. *Canberra Times*, 25 February 1937, p6

³¹ Tender Notice, Contract No. 321, *Age*, 11 May 1940, p32

³² Hobsons Bay Heritage Study (Amended 2017) - Commonwealth Oil Refinery Co. Tank Farm (Former) – NP6 and NP7 storage tanks (HO49)



1946 Advertisement for The Commonwealth Oil Refineries Limited.
(Source: Examiner, 19 August 1946, p3)

In 1952 the Commonwealth sold its shares in COR to the Anglo-Persian Oil Company which changed its name to British Petroleum in 1954. In 1955 a new £40,000,000 refining plant at Kwinana in Western Australia was opened and the Altona North refinery was closed. Operations were subsequently combined with Mobil at its Yarraville terminal as part of a broader restructuring of the oil-refining industry and expansion in Australia. At the time of its closure the Altona North refinery was reported to have distilled about 1,000,000 tons of crude oil annually.

Recent Development

From the 1990s, the site was used on a casual basis for storage of product and in 1999 the storage tanks were owned by BP.³³

A 2014 image from the south-west corner of the subject site shows the two subject brick buildings in the foreground, the 1930s brick pumphouse and the 1950s asbestos building. Beyond this, are the oil repository tanks which were demolished in 2019.³⁴



Street view (2014) showing the two subject buildings, the 1930s brick pumphouse and 1950s asbestos building. The storage tanks have since been demolished. (Source: Google)

³³ Hobsons Bay Heritage Study (Amended 2017) - Commonwealth Oil Refinery Co. Tank Farm (Former) – NP6 and NP7 storage tanks (HO49); Commonwealth Oil Refinery Complex (Former) (HO303)

³⁴ Nearmap.com

Thematic Context

Graeme Butler & Associates, *Altona, Laverton & Newport Districts Heritage Study, Stage Two; Volume Two, Environmental History*, 2000:

- Theme 3: Developing Local, Regional and National Economies – **subtheme 'Petroleum and petro-chemicals' (3.4.7)**

Comparative Analysis

Spotswood, east of the Williamstown railway line, has been a predominantly industrial area since the late 19th century. The area near the river was once occupied by large oil/petrochemical companies such as Atlantic Union Oil Co., Texas Oil Co., and H C Sleigh (Golden Fleece) however all three sites have since been cleared of buildings.

Only a few petroleum-related buildings from the oil/petrochemical industry (late 1910s to the Interwar years) survive at Spotswood. The *Shell Oil Complex* (HO47) on the south side of Burleigh Street, Spotswood retains a valve house and boiler house constructed c.1914-40 and a pair of gable-roofed, corrugated metal packing sheds that date from the 1920s and 1930s.³⁵

At the northern end of the Shell complex at the intersection of Drake and Burleigh streets is a large industrial building with red brick walls (east and south sides) and a central pediment to Burleigh Street (1936-39).



Packing Sheds at *Shell Oil complex* (HO49) (Butler, 2000)



Former Shell Newport Terminal (North Group) - Building One

Other buildings include a brick administrative office (c.1921) and timber tramway bridge at the former COR refinery site in Altona North (included in HO303), however all other buildings at the site have been removed.

It is not known if Officers & Mens Quarters constructed by COR to the west of Berth no.4 at Spotswood during the 1920s survive.

Accordingly, the subject buildings are rare and intact examples of oil/petrochemical related buildings constructed during the Interwar period. Few buildings from this phase of development at Spotswood survive.

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No
Prohibited Use	No
Aboriginal Place	No

Extent of Heritage Overlay

The proposed extent of the heritage overlay would be associated with Allotment 28 Section 7 Parish of Cut Paw Paw. The extent of the overlay is outlined approximately below, which aligns with the south and west boundaries and extends five metres to the north and east of the buildings.

³⁵ Hobsons Bay Heritage Study (Amended 2017) – Shell Oil Complex (HO47)



Recommended extent of heritage overlay with dashed line indicating 5m curtilage
(Source: Nearmap, 1 September 2021)

FORMER SHELL NEWPORT TERMINAL (NORTH GROUP)

Address	39-81 Burleigh Street, Spotswood
Significance	Local
Construction Date	Buildings One (1936-39), Two, Three and Four (early-to-mid 1950s)
Period	Interwar and postwar
Date Inspected	Early 2021



Building One



Building Two (Trades Building)



Building Three (Warehouse)



Building Four (Motor Repair Shop)

Statement of Significance

What is Significant?

The *Former Shell Newport Terminal (North Group)* at 39-81 Burleigh Street, Spotswood, consists of four significant industrial buildings constructed in the late interwar and postwar periods for the Shell Company of Australia (known as British Imperial Oil Company until 1927). **This development occurred as part of the expansion of Shell's regionally important Newport Terminal, established in 1916 on the south side of Burleigh Street (HO47 and HO48). The building's original uses are believed to be associated with the bulk distribution of petroleum products and servicing of Shell's fleet of motorised tankers.** Ownership of the terminal complex passed from Shell to Viva Energy Australia in 2014.

The significant buildings and their features/elements are:

- Building One (1936-39) – gabled roof and short-length corrugated metal sheeting, remnant monitor, walls of red brick, unpainted cement-rendered plinth, pilasters, and rowlock coping.

- Building Two, *Trades Hall* (1945-54) – gabled roof and corrugated asbestos-cement sheeting, steel-framed clerestory windows, walls of short-sheeted corrugated metal sheeting, steel-framed fixed/hopper windows, and sliding vehicular door (north elevation).
- Building Three, *Warehouse* (1945-54) – gabled roof and corrugated asbestos-cement sheeting, steel-framed clerestory windows, walls of short-sheeted corrugated metal sheeting, concrete slab/plinth, steel-framed fixed/hopper windows, and double sliding vehicular doors (east elevation).
- Building Four, *Motor Repair Shop* (1945-54) – L-shaped form, gabled roofs, steel-framed clerestory windows, walls of short-sheeted corrugated metal sheeting and exposed red brick, steel-framed fixed/hopper windows, and original sliding vehicular doors.

Other buildings and elements at the place are not significant.

How is it Significant?

The *Former Shell Newport Terminal (North Group)* is of local historical and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, the *Former Shell Newport Terminal (North Group)* illustrates the continued large-scale development of the oil industry in Spotswood during the late interwar and postwar years. Shell's progressive expansion of its important terminal north of Burleigh Street in the late 1930s and early-to-mid 1950s was stimulated by marked increases in the market demand for petroleum products in Australia and their commercial success as a nationally important company. These buildings – especially when viewed in conjunction with the balance of the Newport Terminal and tank farm south of Burleigh Street – also reflects the sheer scale of Shell's bulk storage and distribution operations in Spotswood, which saw it function as a major employer and marker of local pride. This view generally overrode lingering concerns about industrial pollution and the proximity of operations to residences. There remains research potential to more closely tie the distinct forms of the four buildings to technological shifts and advances in fuel storage and dispersal. Their scale and setup likely reflect the need to cater to increasingly voluminous modern tanker trucks. More broadly, the place's past and ongoing heavy industrial presentation has long defined this part of Spotswood, characterising it as a robust industrial landscape. (Criterion A)

Aesthetically, the four specified buildings at the *Former Shell Newport Terminal (North Group)* present as a group of distinctive, purpose-engineered examples of industrial architecture. The original form of the interwar period, red brick Building One remains readily interpretable, despite some fabric loss. Its severe classicism is now rare in the area and attests to a contemporary **expectation about 'front of site' industrial design. Buildings Two, Three and Four are remarkably intact. Their size and bold functional utility are notable and encapsulate the postwar emphasis on industrial efficiency, light, ventilation and durability.** This apparent simplicity illustrates a design/engineering ideal, not a minimal effort. In particular, the monumental presence of Building Three, underlaid by its volume, height and expressed strength, is striking. The visual impact of these postwar buildings is heightened by the texture and patina of their corrugated wall surfaces, which exhibit a uniform pattern of short sheets and head nail fixings. Other distinctive elements, such as steel-framed openings, clerestories, hopper windows, and sliding vehicular doors, also contribute to their modern industrial aesthetic. (Criterion E)

Description

The *Former Shell Newport Terminal (North Group)* is situated within the industrial landscape of southern Spotswood, between the Williamstown Railway Line and the **Birrarung**/Yarra River. Its considerable rectangular and generally flat allotment is bounded by Craig (north), Burleigh (south), Ramsay (west), and Drake (east) streets. Basalt kerbing and guttering are evident in Ramsay Street, while Drake Street is an unpaved road surfaced with gravel.¹ Craig Street Park occupies the northern top of the subject block. Below Burleigh Road, to the south of the subject place, is the earlier part of **Shell's Newport Terminal** (former), which is listed as the *Shell Oil Complex* (HO47) and *Six Riveted Oil Tanks* (HO48). At the time of assessment, the site operates as part of the Viva Energy Australia Newport Terminal.

The subject place comprises several industrial and administrative buildings, a storage tank, areas of concrete and bitumen hardstand, internal roads, tree plantings, an above-ground pipe system and gantries, and woven wire fencing; however, only those buildings identified on the following map are examined in depth as part of this assessment.

¹ Craig, Ramsay, and Burleigh streets are bitumen thoroughfares with contemporary concrete kerbing and guttering (except for Ramsay Street).



Aerial photograph of the *Shell Oil Complex (North Group)*, facing east
 Building 1 (shaded red); Building 2 (shaded yellow); Building 3 (shaded blue); and Building 4 (shaded purple)
 (Source: Nearmap, January 2019)

Building One (1936-39) demarcates the southeast corner of the *Former Shell Newport Terminal (North Group)*. Initially, the gabled roof with a central monitor extended the length of the structure, but now only survives to the small section back from Burleigh Street. The monitor and internal plane have been removed from the rest of the roof, seemingly along with the western and northern walls, although the former may always have been open. The monitor has a curved profile with clerestory windows, which are now sheeted over. Cladding is short length corrugated metal sheeting, which is likely original or early fabric.

Facing Burleigh Street, at a small setback, is **Building One's** red brick gabled wall. Bricks are laid in Flemish bond with a central triangular pediment and rowlock coping apparent. Pilasters are present at the centre and to the corners. This arrangement extends along the Drake Street elevation, with regular pilasters dividing the long wall into fifteen bays. This east elevation has retained its unpainted cement rendered plinth.

Although reduced due to alterations, Building One's design exhibits the application of the Stripped Classical idiom on a functional building via its stark symmetry and simplified but recognisable classical motifs. More elaborate renditions of this spartan classicism in the area are the *Victorian Railways Stores Branch* (HO185) and *Spotswood Railway Workshops* (HO200).²



Building One viewed from Burleigh Street



Building One viewed from Drake Street

² *Victorian Railways Stores Branch Complex and Trees*, McLister Street, Spotswood (Ho185); and *Spotswood Railway Workshops Complex (former)*, 561-569 Melbourne Road, Spotswood (HO200) – both designed by the Victorian Railways chief architect, James W. Fawcett, 1924-27.

Building Two (1945-54) is a sizable single-storey shed sited lengthways towards the middle of the *Former Shell Newport Terminal (North Group)*. Because of its position, it has a lesser prominence from the public realm. The form of Building Two is defined by its six gable-roofed bays, each of which is surmounted by a broad steel-framed clerestory window (south-facing). The openings of the latter are divided into narrow vertical windows by muntins/vertical glazing bars. The roof appears to be clad in corrugated asbestos-cement sheeting.

The walls of Building Two are of short-length corrugated metal sheeting, which is likely original or early. The north elevation appears to have been reclad and has double sliding doors to its centre. Other openings include large banks of multipaned steel-framed windows (hoppers and fixed panes) and, likely, later addition pedestrian and vehicular doors.



Building Two, viewed from Ramsay Street with its north elevation left of the frame

At the north end of the block, perpendicular to Ramsay Street, is the two-storey Building Three (1945-54). This mammoth industrial shed is comprised of three gable-roofed bays, each with a long clerestory window that runs the near length of the southern roof planes. The characteristics of the clerestory are the same as at Building Two (steel-framed, muntins or vertical glazing bars, south-facing). The roof is also likely clad in corrugated asbestos-cement sheeting with walls of original or early short-length corrugated metal sheeting. A concrete slab/plinth is visible.

In the centre of the short east elevation is a cavernous double entry. The long elevations (north and south) are punctured by an upper and lower bank of multipaned, steel-framed windows (hoppers and fixed) with a range of other ground floor openings. There are no other openings in the short east elevation, which bestows an impressive, corrugated metal expanse upon Ramsay Street.



Building Three – south-east part from Drake Street, note extended clerestory windows with muntins/vertical glazing bars



Building Three, north elevation



Building Three, west elevation from Ramsay Street



Building Three, close-up of east elevation cladding, note concrete slab/plinth and prominent header nails



Building Three, standard window unit (four by five) with central pivoting window

Building Four (1945-54) is a substantial structure situated towards the southeast corner of the *Shell Oil Complex (North Group)*. It has a **distinctive 'L'**-shape form, consisting of a broad gable-roofed bay parallel to Ramsay Street with a pair of gabled bays at right angles. The same clerestory windows as at buildings Two and Three are apparent (steel-framed, vertical divisions) but have been reclad in Colorbond steel.

The west elevation of Building Four is formed by a long red-brick wall in a stretcher bond with raked joints. A course of headers hints at a parapet. It is characterised by a band of big multipaned (four by five) steel-framed windows (hoppers and fixed), divided by brick mullions. The windows display wire glass (fire resistance, shatterproof). Sills are battened headers.

Other elevations are clad in short-sheeted corrugated metal sheeting with an array of small to double width openings (contemporary roller doors). The east (short) elevation is unpunctured.



View to the southeast corner of Building Four from Ramsay Street

The framing utilised at buildings Two, Three and Four to achieve their impressive spans could be steel. This framing, along with trussed-roof systems, may – upon closer examination – be assessed as contributing to, or be integral, the significance of these buildings.

The extensive employment of mild steel sheeting (corrugated to increase its rigidity, galvanised to prevent oxidisation) for walls and fibre-cement cladding for roofing at the place was ubiquitous for industrial sites by the postwar years; although, enduring original/early urban examples – differentiated by sheet length and the depth of groove – are less common. Both types of cladding were favoured for their relatively low cost, ease and speed of installation, and fire-resistant qualities. Until the health dangers of **asbestos dust became public knowledge in the 1970s, 'fibro' also had associations with modernity as an 'efficient' product.**

Similarly, steel-framed windows were popular in industrial settings for their non-combustibility and slimmer framing members, which admitted more light.

History

Context

The suburb of Spotswood covers the unceded Country of the Yalukit-Willam people of the Kulin nation, whose descents today belong to part of the world's oldest living culture and maintain an ongoing cultural connection to the area. From the late 1830s, this low-lying, flat, riverside environment was alienated for agricultural uses. Active amongst the early landowners was John Stewart Spotswood, who took up 119 acres (48 ha) below Stony Creek in 1841, grazing cattle (mainly for dairying), quarrying basalt for ballast and operating a punt service across the **Birrarung/Yarra**. As a 'pioneer', whose children were also notable locally, Spotswood's family name was eventually bestowed upon the area, replacing the earlier usage of 'Edom' and 'Spottiswoode'.³

Spotswood emerged from the late 1870s as a principal stretch of the industrial belt developing in western Melbourne, between Footscray and Williamstown. Large-scale industrialists flocked to the region, drawn by cheap, level land and proximity to river and rail transport (with its urban and western Victorian linkages). Over the late 19th century, Spotswood developed rapidly into an urban manufacturing centre, with much of its industry noxious. This reputation intensified in the wake of the First World War, with various petrochemical companies setting up vast storage and distribution nodes in Spotswood. The identity of the locality as one of the city's 'most important industrial suburbs' had solidified by the late 1920s.⁴ The postwar period witnessed another surge of industrial construction and, often, site redevelopment.⁵

Speculative modest homes for workers had been built from the late 1880s and a small commercial strip emerged west of the railway. This residential layer later included considerable developments overseen by the Department of Repatriation and then the Housing Commission and company housing. From the late 1940s, the once more isolated locality combined with the suburban **sprawl of Western Melbourne, with houses and factory jobs often taken up by postwar immigrants. Spotswood's distinctive industrial landscape of sawtooth and gabled roofs, sprawling factories and warehouses, railway spurs, chimney stacks, and storage tanks began to be rationalised from the late 1990s, a process that continues. The 1991 Australian film *Spotswood* showcased the locality's working-class/industrial character.**



1979 aerial photograph of the northern part of Spotswood with the Westgate Bridge in the foreground
(Source: Wolfgang Sievers, NLA, <http://nla.gov.au/nla.obj-160597704>)

³ Spotswood Railway Station (1878) was known as Edom until 1881, then Spottiswoode. In 1905, it was renamed, Spotswood.

⁴ 'Spotswood Progress', *Williamstown Chronicle*, 12 January 1929, p2

⁵ For a summary of industrial development in Spotswood see Graeme Butler & Associates (Jill Barnard), *Altona, Laverton and Newport Districts Stage 2, Volume 2: Environmental History*, section 3; and Gary Vines, *Industrial Heartland: Introduction to the Western Region Industrial Heritage Study, Melbourne's Living Museum of the West, 1990, passim*

Site-specific

The subject land derives from several allotments within Section 7 of the Parish of Cut-Paw-Paw, County of Bourke.⁶ These holdings were situated below **Spotswood's** dairy, which over the late 19th-century became the focus of industrial and residential development in the locale, with a quarrying and dredging reserve in the east **known locally as 'the swamp'**.⁷



Extract from a panorama (1873) depicting Williamstown (bottom left) with Spotswood below Stony Creek detailed as flat, largely cleared and mostly vacant - the approximate location of the subject place is circled in dashed red
(Source: Albert C. Cooke, NLA, <https://nla.gov.au/nla.obj-230007895>)

In 1914, the British Imperial Oil Company (later Shell Company Australia) acquired 15 acres (6 ha) of vacant land south of Burleigh Street in Spotswood. The holding – south of the subject place – had previously been earmarked for a residential but was developed by Shell as a bulk storage and distribution facility known as the 'Newport Terminal' (HO47, HO48).⁸ Operations commenced in 1916.

Until the postwar years and the opening of Shell's refinery at Geelong (1954), bulk petroleum was brought from overseas via tanker ships, which berthed at nearby river wharves. A steam-driven pump and pipe system then delivered kerosene, fuel oil and petrol into Shell's steel storage tanks. From the Newport Terminal, various petroleum and ancillary products were produced and dispersed by tin cans, carried either by rail or horse-drawn carriage/tankers 'to every corner of Victoria'.⁹ Motorised road tankers

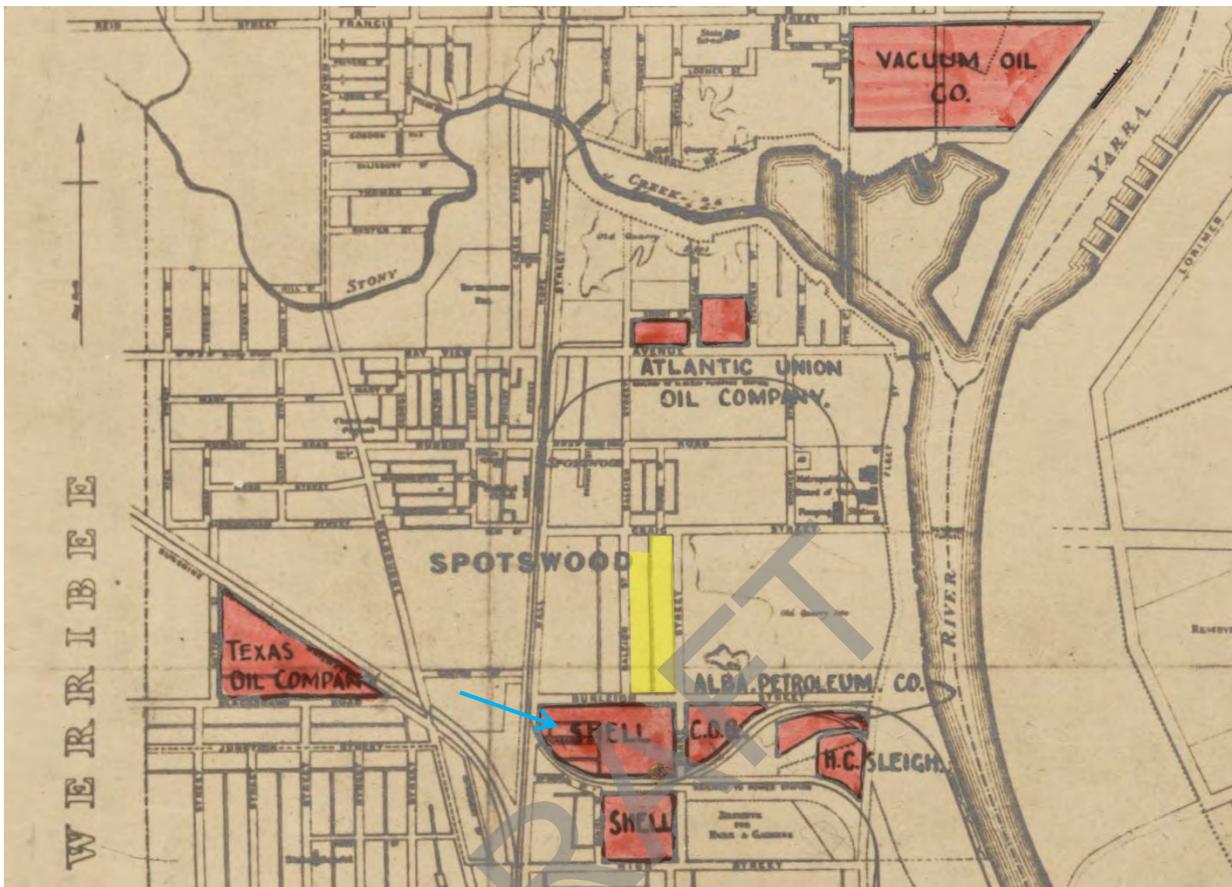
⁶ Specifically – Crown Allotments 47, 48; portions 1, 2, 3, 4, 5 of Crown Allotments 57 and 58; part of Crown Allotment 49; and part of portions 1, 2, 3, 4, 5 of Crown Allotments 56 (Section 7).

⁷ Moloney, *A history of the Melbourne Glass Bottle Works site including its industrial context of Spotswood, Victoria*, Museum Victoria, 2012, p248

⁸ Shell Company of Australia, *Eighty years at Newport 1916-1996*, Shell Australia, 1996, p1

⁹ 'Visit to Shell Works', *Corowa Free Press*, 18 January 1929, p5

supplanted horses over the 1920s.¹⁰ This part of the Newport Terminal (south of Burleigh Road) would continue to undergo progressive enlargement and re-development over the 20th century, much of it driven by the economic climate of the time and advances in storage and manufacture technology.



Extract from an early 1930s map showing the location of the various oil companies in Spotswood. Shell's Newport Terminal (south of Burleigh Street) is indicated by the blue arrow and the subject land – yet acquired – is shaded yellow (the internal road, while gazetted, never appears to have been formed)

(Source: Melbourne Harbour Trust Collection/12, NLA, <http://nla.gov.au/nla.obj-2141160643>)

The various allotments that make up the subject land were first collectively acquired in 1920 by the Melbourne Gas Company in what was ultimately an aborted attempt to acquire a considerable property in Spotswood.¹¹

A series of early 1930s aerial photographs, one of which is reproduced below, depict the subject land as vacant, except for what appears to be a fenced oval at the corner of Burleigh and Drake streets and crisscrossing paths. This area may have been called 'Siberia' by some Shell staff in reference to its desolate character – 'wet and muddy in winter and hot and dusty in summer'.¹² South of Burleigh Street, these aerial photographs show the Newport Terminal as densely built up.

In June 1936, Shell Company purchased the subject land – approximately 6 ha (then including the future Craig Street Park) – from the Melbourne Gas Company.¹³ It was incorporated into the Newport Terminal as 'Area A' (as opposed to 'Area B', south of Burleigh Street).

Soon after Shell's acquisition, Building One was constructed. Various aerial photographs dated February 1939 detail its original presentation. It is believed to have been designed as a motor shop and/or cleaning facility for recycled petrol drums.¹⁴ A handful of other industrial structures were also shown as grouped in the southern end of the subject land. Of this interwar layer, only a

¹⁰ Shell Company of Australia, *Eighty years at Newport 1916-1996*, p9

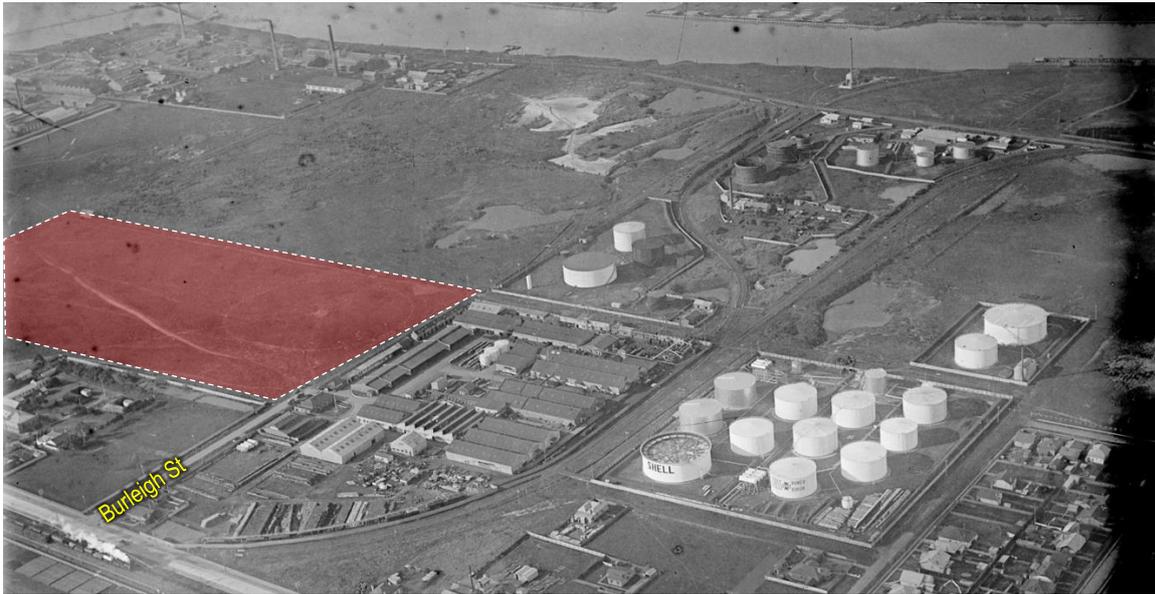
¹¹ Certificate of Title, vol. 4310, folio 852; and 'Progress at Spotswood', *Herald*, 27 July 1921, p4

¹² Shell Company of Australia, *Eighty years at Newport 1916-1996*, p14

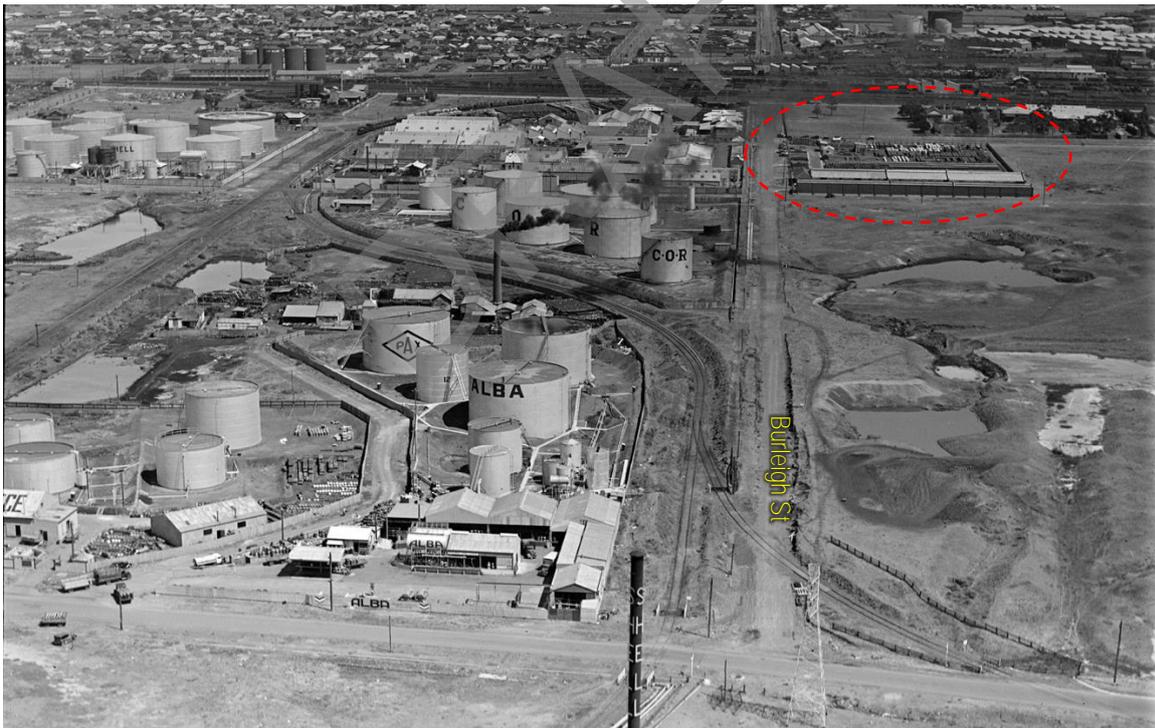
¹³ Certificate of Title, vol. 6058, folio 469

¹⁴ Shell Company of Australia, *Eighty years at Newport 1916-1996*, p22

small hipped-roofed building (parallel to Burleigh Street) appears to have survived.¹⁵ Much of the site was utilised as a large outdoor storage yard.

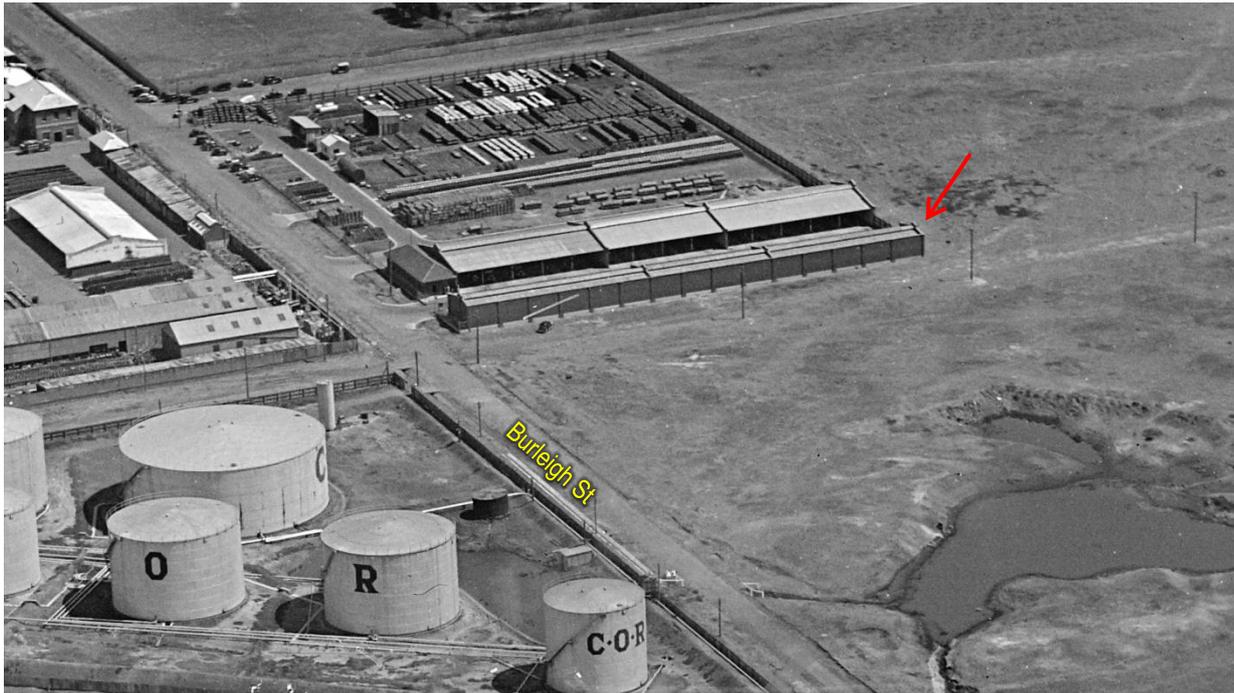


1933 aerial photograph of the subject land, shaded red, facing east
Shell's Newport Terminal with tank farm and rail sidings are evident south of Burleigh Street
 (Source: Charles D. Pratt, SLV, <http://handle.slv.vic.gov.au/10381/20911>)



February 1939 aerial photograph, facing west along Burleigh Street, with the developed southern portion of the subject place circled
 (Source: Charles D. Pratt, *Petroleum companies at Spotswood*, SLV, <http://handle.slv.vic.gov.au/10381/27106>)

¹⁵ To the immediate east of Building One is an existing hipped-roofed brick administrative building that may be shown in the February 1939 photograph. However, the extant building has a clear postwar/late 20th-century character and may have been rebuilt or heavily altered.



Extract from a February 1939 aerial photograph of the southern portion of the subject place with Building One indicated by the red arrow
 (Source: Charles D. Pratt, Petroleum companies at Spotswood, SLV, <http://handle.slv.vic.gov.au/10381/27106>)

From about 1940, **Shell's Newport Terminal** – spanning both sides of Burleigh Street – was identified in the *Sands & McDougall's Directory of Victoria* as a 'bulk oil installation' plant. As demonstrated by the 1945 aerial photograph below, the middle and northern sections of the subject place appear to have been utilised as an enormous outdoor storage yard for the complex.



1945 aerial photograph of the subject place outlined in dashed red – the more built-up part of the Newport Terminal is apparent on the south side of Burleigh Street
 (Source: Adastral Airways, Melbourne B4A, Zone 7, The University of Melbourne)

At the outbreak of World War II, normal operations in the petroleum industry were suspended and strict rationing was introduced. The various oil companies agreed to a prescribed allocation of business and withdrew their trade names, a situation that lasted until 1948. The lifting of rationing coincided with a boom of domestic car ownership and aggressive moves amongst Australian-based petroleum companies to re-establish and expand their private distribution networks to capture an increasingly lucrative retail market.

Shell responded by investing £1 million into upgrading and reconfiguration the Newport Terminal over the early 1950s, augmenting its role as their chief distribution centre in Victoria.¹⁶ As part of these extensive works, buildings two, three and four were constructed at the subject site (Area A).¹⁷ The following 1954 aerial photograph shows all the buildings completed.



1954 aerial photograph of the Shell's Newport Terminal with the significant buildings at the subject place numbered (Source: *Melbourne and Metropolitan Project No. 3*, Landata)

¹⁶ Shell Company of Australia, *Eighty years at Newport 1916-1996*, p23

¹⁷ Available evidence (*Sands Directory*, sewerage plans, contemporary press coverage, secondary material, etc.) has not established more exact dates for the construction of the specified buildings at Area A. It is possible that further research into the Shell Historical Archive at the University of Melbourne may yield further information.

The new buildings at Area A are understood to have been purpose-built to provide for the latest in vehicle repair and filling (Building Two and Four) as well as bulk storage (Building Three).¹⁸ From the early 1950s, various innovations and equipment advancements – particularly the replacement of gravity-fed filling methods for the tankers with electric centrifugal pumps – had allowed the deployment of larger trucks and tankers for the distribution. By 1953, Part A was serviced by a fleet of 175 Shell trucks with some 200 drivers employed by the end of the decade to disseminate petroleum products. The whole workforce of the Newport Terminal peaked at around 500 during the mid-1950s, including a growing number of women and ‘New Australians’, non-British postwar immigrants, many of whom at the site were Italian.¹⁹



‘50,000 Gallons of Shell Ready for the Morning Delivery’ at the Newport Terminal (south of Burleigh Street) – Shell’s interwar fleet
(Source: ‘The Shell Company’s Great Enterprise’, *Benalla Standard*, 9 December 1930, p6)



An Albion truck with an attached semi-trailer tanker tanker departs Building One at the subject place, 1954
(Source: Shell Company of Australia, *Eighty Years At Newport 1916-1996*)

¹⁸ Specific uses of building two, three and four were not able to be established in the research of this citation.

¹⁹ Shell Company of Australia, *Eighty years at Newport 1916-1996*, pp20-22

While no details have emerged of the designers responsible for buildings One, Two, Three and Four, they were likely planned for **and drawn up by Shell's** in-house architects and/or engineers. In general, engineers, in particular, were heavily involved in the design of industrial buildings during the mid-20th century. Designing for industrial processes and storage was often presented as an engineering problem.

In the mid-to-late 1950s, the studio of the famed German-Australian photographer Helmut Newtown (1920-2004) was commissioned by Shell to document the Newport Terminal (along with their new Geelong Refinery), seemingly to commemorate **the facility's enhancement. These photographs, two of which are reproduced below, chiefly capture internal operations, which** makes their attribution to specific parts of the terminal difficult. Nonetheless, some likely document the interior of the subject buildings at Area A.

As postwar Australia's 'Long Boom' dissipated in the more challenging economic climate of the 1970s, the terminal's workforce dropped steadily, reaching 200 by the late 1980s. Nonetheless, during the late 20th century, the facility remained integral to **Shell's operations – 'the vital link in the distribution of Shell petrol to the state'**.²⁰ The subject place, Area A, continued to function as an increasingly sophisticated delivery and distribution node for the network and service the Shell fleet and contractor vehicles, which continued to evolve.²¹



Main gate, *Former Shell Newport Terminal (North Group)*, since **modified/replaced, with Building Three's east roofline** evident right of frame
(Source: Helmut Newton and Associates, 1956-61, SLV, <http://handle.slv.vic.gov.au/10381/117874>)

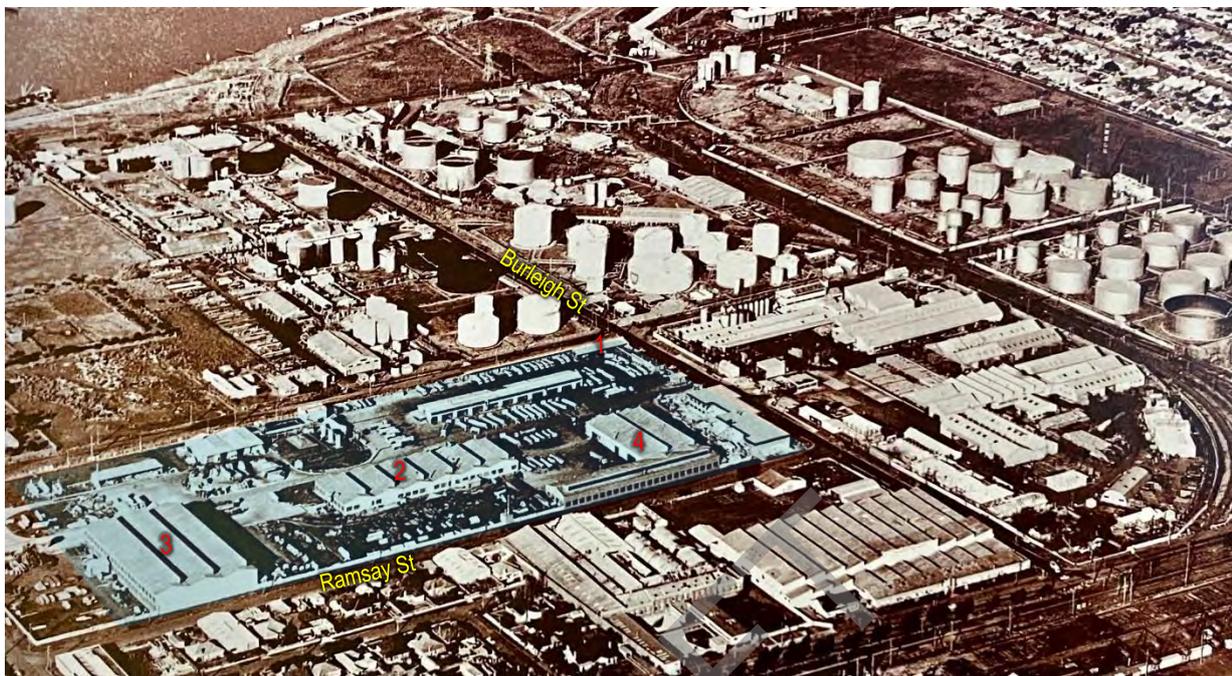


'Paint shop & vehicle repair, Newport' – possibly an internal photograph of buildings Two, Three or Four
(Source: Helmut Newtown and Associates, 1956-61, SLV, <http://handle.slv.vic.gov.au/10381/117924>)

²⁰ Fiona Athersmith, 'Pickets shut off Shell supplies', *Age*, 27 December 1986, p1

²¹ Shell Company of Australia, *Eighty years at Newport 1916-1996*, p28

The aerial photograph reproduced below depicts the Newport Terminal in 1975. Area A – with Craig Street Park not yet established – is shown carpeted with tanker trucks and devoid of landscaping. **Part of Building One's roof had evidently been removed by this time.** There are some additional structures and buildings apparent, including the brown-brick office building to Burleigh Street.



1975 aerial photograph of the Newport Terminal with the subject site shaded blue (Source: Shell Company of Australia, *Eighty Years At Newport 1916-1996*)

The subject land was amalgamated with the Shell complex on the south side of Burleigh Street under a single title (PC356380P) in 1994.²² Craig Street Park was created c2000-2004 but remains in the same land title as the Newport Terminal.

In 2014, the Newport Terminal, including the subject place, was acquired by Viva Energy. It continues to function as a fuel storage and distribution centre.

Shell Australia

From the Federation years, Shell Australia – the subsidiary of a major international oil company, Royal Dutch Shell Group – has advanced as a leading national producer and marketer of petroleum products with a practice marked by innovative business practice and employer-employee relations. While contemporary attention has increasingly focused on the environmental record and legacy of the company, for much of the century, Shell's commercial success and vitality were equated with the health of economies, both national and local.

The **'Shell' Transport and Trading Company of London** (est. 1897) set up fuel handling facilities in a former wool store at Nelson Place, Williamstown (since demolished) in 1901 to receive **the nation's first** bulk delivery of kerosene, fuel oil and petrol.²³

In 1903, 'Shell' Transport entered into a joint venture with the Royal Dutch Petroleum Company to distribute their petroleum and kerosene products in Asia, Australasia, and parts of Africa.²⁴ In a play to local patriotism, the Australasian subsidiary, established in 1905, was named the British Imperial Oil Company. The effective Englishman, Ernest Edward Wagstaff, was appointed **manager and oversaw the company's formative phase** (1904-27).²⁵

²² Plan of Consolidation, PC 356380P

²³ **Another facility was established at Gore Bay in Sydney at the same time. During the 1890s, Shell's products had previously been distributed in Australia by various independent businesses, including Gollin and Company in Victoria.**

²⁴ Between 1907 and 1913, Shell Transport and Royal Dutch (combined with other companies) completed a complex merger as the Royal Dutch Shell Group.

²⁵ **Robert Murray, 'Wagstaff, Ernest Edward (1870-1965)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, 2002, available online**

Shell's arrival in Australia accompanied a marked increase in kerosene and motor spirit usage within domestic and industrial spheres, particularly for motorcars. In 1914, the company shifted its Victorian operations to Spotswood. It initially acquired some 6 hectares bounded by Burleigh (north), High (south), Hall (east) and Drake (west) streets, where a bulk handling facility and 'tank farm' was established from 1916. This operation was referred to as the Newport Terminal.²⁶

Oil initially imported from the Netherlands East Indies and British Borneo arrived at the Newport Terminal via pipes from nearby wharves (below Burleigh Street). At the Newport Terminal, the received oil was stored in tanks, blended (if necessary), then packaged for distribution across Victoria – either to local depots and/or, from 1925, company-owned kerbside pumps.

Distribution was initially by horse-drawn tanker or rail. This approach was progressively replaced over the 1920s by specialised tank trucks that increased in size and sophistication over the century. A range of testing, manufacturing and mechanical activities also took place at the terminal. High profits and a latent paternalism allowed for Shell to practice an often-celebrated public-spirited benevolence and provide comparatively good working conditions throughout the interwar and postwar periods. British Imperial Oil Co. was retitled the Shell Company of Australia Ltd in 1927.

The end of Second World War restrictions coincided with a boom in private motoring over the 1950s that lifted Shell to new heights over the postwar period. The 1950s saw a national expansion of Shell operations, including at the subject place. From 1955, the oil that passed through the Newport Terminal was predominantly delivered by pipeline directly from the Shell Geelong Refinery rather than imported.

In 2014, the Dutch firm Vitol (trading as Viva Energy Australia) purchased Shell's 'downstream' (production phase to the point of sale) Australian operations.²⁷



Shell employees outside a tanker truck at the Newport Terminal, Spotswood, 1958
(Source: Museums Victoria, Item MM 12699)

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- Theme 3: Developing Local, Regional and National Economies – subtheme 'Petroleum and petro-chemicals' (3.4.7)

²⁶ Interwar fabric at the former Shell Newport Terminal is affected by HO47, H048 and HO49.

²⁷ Reuters, 'Vitol completes purchase of Shell's Australian downstream', Reuters, 13 August 2014, available online

Comparative Analysis

The Spotswood area, east of the Williamstown railway line, has been a predominantly industrial precinct since the late 19th century. In recent decades, a number of early buildings associated **the area's industrial layer have been cleared.**

Contributing to this pronounced industrial character are oil/petrochemical complexes and tank farms that have dominated the southern reaches of Spotswood since the late Federation period. Some of these sites, such as Atlantic Union Oil Co. (later Esso) and H. C. Sleigh (Golden Fleece), have been completely cleared of oil-related buildings as part of contemporary rationalisations, while others like the southern section of **Shell's Newport Terminal** (former) have undergone repeated phases of modification, reducing their capacity for ready interpretation.

Only a few petroleum-rated buildings survive in Spotswood from the opening phase of establishment, which occurred from the late 1910s and early interwar years. At the *Shell Oil Complex* (HO47) on the south side of Burleigh Street – the original core of the Newport Terminal – is a small group of structures (valve house and boiler building) and a pair of gable-roofed, corrugated metal packing sheds that date from the 1920s and 1930s. These elements are difficult to view from the public realm and, in the case of the metal sheds, have mostly been reclad.

At the south end of Drake Street are situated two small gabled-roofed, red-brick buildings constructed in the interwar period – a **Pumphouse (1924) and Office (1940). Both are associated with the site's former occupation by the Commonwealth Oil Refineries Company** and are recommended for the application of a Heritage Overlay by this study (*Commonwealth Oil Refineries Co. Buildings*).²⁸ Similar to Building One at the subject place, these two structures exhibit a light application of the Stripped Classical style to a functional industrial/administrative building via their proportions and abstracted pilasters.

More broadly, the nearby cream/manganese-brick **Moderne factory 'front' to the 1939 W. Goetz & Sons Ltd Complex (Former)** (HO139) at 136-140 Hall Street is the largest of the enduring interwar masonry industrial sites in the suburb.

Accordingly, Building One presents as a rare enduring instance of an interwar, petroleum-related structure in Spotswood.

The postwar gabled and corrugated metal-clad buildings at the subject place (Two, Three and Four) are all substantial examples of their type, which was once a key characteristic of Spotswood, particularly along Hudson Street, and 20th-century industrial Melbourne more broadly. This typology in the Spotswood area has undergone attrition in recent decades. Building Three is a particularly impressive instance of industrial architecture.

Intactness

The intactness of Building One, which represents the interwar period of development at the place, is only moderate; however, it presents as relatively high when viewed from the public realm. In combination with historical aerial photographs, Building One remains highly interpretable.

The intactness of the postwar buildings – Two, Three and Four – remains extremely high.

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or fences	No
Prohibited Use	No
Aboriginal Place	No

²⁸ The 1922 storage tanks NP6 and NP7 that comprised the *Commonwealth Oil Refinery Co. Tank Farm (Former)* (HO49) were removed in late 2019.

Extent of Heritage Overlay

The proposed extent of the heritage overlay is outlined approximately below.



Recommended extent of heritage overlay
(Source: Nearmap, January 2021)

BACO FOOD PRODUCTS FACTORY

Address	121-129 Craig Street, Spotswood
Significance	Local
Construction Date	1948
Period	Post-WWII
Date Inspected	2021



Statement of Significance

What is Significant?

The former *Baco Food Products* building at 121-129 Craig Street, Spotswood, constructed in 1948 for Baco Food Products, and later the site where Spring Valley Juices were first produced, is locally significant.

Significant elements include the following original or early elements:

- Hipped roof form,
- Rendered and concrete block elevations,
- Ribbed panels to Craig Street façade,
- Original openings with metal-framed windows with textured safety glass,
- Recessed entry with metal security gates and granolithic tiled flooring,
- Vehicle entrances to McNeillage and Ramsay street elevations with metal roller door.

Elements that do not contribute to the significance of the place include the following non-original elements:

- Recent upper-level addition,
- Two awnings to west end of Craig Street façade,
- Infilled door to east end of Craig Street elevation.

How is it Significant?

The former *Baco Food Products* is historically and aesthetically significant to the City of Hobsons Bay.

Why is it Significant?

The former *Baco Food Products* is historically significant as it illustrates the desirability of the Spotswood area for various types of industry in the post-WWII period.

Spotswood was established as a major centre for industry during the late 19th century, with new operations and existing concerns relocating from other parts of the city seeking vacant sites with water access and proximity to central Melbourne. Through the **Interwar period, the enlargement of the Victorian Railway's** facilities in the area and industrial sites like the immense Australian Consolidated Industries complex on Booker Street, further solidified this circumstance.

The Post-WWII period saw Spotswood become entrenched as key centre of industry and manufacturing in Melbourne, anchored by the established concerns including the Australian Glass Manufacturing site and buoyed by the large-scale development of petrochemical and refinery operations oil industry which developed south of Craig Street during the late interwar and post-WWII periods. The construction of the *Baco Food Products* building, a relatively small-scale manufacturing site for baking confectionary which later pivoted to bottling fruit juice, demonstrates this growth into a diverse industry nexus by this period. (Criterion A)

The former *Baco Food Products* is aesthetically significant as a well-resolved and largely intact example of an industrial building designed in the Functionalist style during the early post-WWII period. Typical of that style, the building has a largely unadorned expression to the exterior which reflects the internal function of the manufacturing programme.

The restrained expression of the Craig Street façade is typical of the Functional style with a pronounced horizontal emphasis provided by an extensive use of metal-framed windows in a distinct band and which is enhanced by the distinctive ribbed panels of the main rendered administrative section. The latter section is also distinguished the contrasting verticality of the off-centre entry bay that extends above the main level of the parapet and features a recessed entrance with a metal security gate and granolithic tiled entrance. (Criterion E)

DRAFT

Description

The former Baco Food Products building is located on the south side of Craig Street, between Mcneilage and Ramsay streets within the mixed residential/industrial landscape of southern Spotswood, between the Williamstown Railway Line and the Birrarung/Yarra River. It occupies the northern end of the parcel of land and due to the corner location, is widely visible from the public realm, that is from the north, east and west.

The building was developed in two phases: a 1948 office and bottling plant designed in the Functionalist style to the corner (grey) and late 20th century addition to rear (yellow).



Aerial photograph showing stages of development – original (grey) and additions (yellow)
(Source: Nearmap, 17 September 2019)

Original Building

The single storey Functionalist style administration and factory building is located to the north part of the site. The roof is concealed behind masonry façades and consists of two hipped roof sections, both clad in corrugated sheet metal with ridge ventilators.

The building is constructed of concrete block with the prominent administrative section at the west end of the north/Craig Street elevation being rendered. The windows are generally steel-framed and multi-paned of varying size with translucent glass (typically reinforced with wire mesh) and the larger windows including hoppers. The downpipes with rain heads from the boxed gutters are located at regular intervals on each elevation.

The prominence of the administrative section is further emphasised from the rest of the building by it projecting slightly forward of the plane of the other sections of wall and by having a taller parapet **with a stepped coping**. **This section's asymmetric** configuration pivots about the taller main entry bay, which also projects further forward. The recessed entrance features a metal security gate with geometric detailing and a granolithic tiled floor.

The verticality of the entry bay is juxtaposed with the general horizontal emphasis established by the band of windows, which is further enhanced by the ribbed panels between the regular fenestration pattern of the administrative section. Though the windows to the factory part at the east end of the façade are larger, the clear horizontal emphasis is maintained. There is also a non-original timber door to the factory section, which has been introduced within a formerly larger window near the junction with the administrative section.



Craig Street façade – west end

The subtle shifts in plane, contrasting horizontal and vertical emphasis, and a restrained material palette with minimal ornamentation are characteristic of the Functionalist style. This style reflected a continuity with the Interwar period Moderne style in the immediate post-WWII era however is a more restrained iteration of the earlier style and more decidedly rectilinear (that is without curved corners which are typical of the Moderne style). The Functionalist style was often employed on industrial buildings and blocks of flats at this time.



Craig Street elevation - east end

The Mcneilage Street elevation has an asymmetrical configuration of openings. At the north end is a band of smaller window openings – an alternating pattern of two narrow louvred and a square multi-paned window. At the south end is a vehicular entrance, with metal door inset with an inset pedestrian entrance, and a single large multi-paned window.



Mcneilage Street elevation (west)

The Ramsay Street elevation is symmetrical with a central vehicular entrance, which has a metal roller door and inset pedestrian entrance, flanked by two large multi-paned windows.

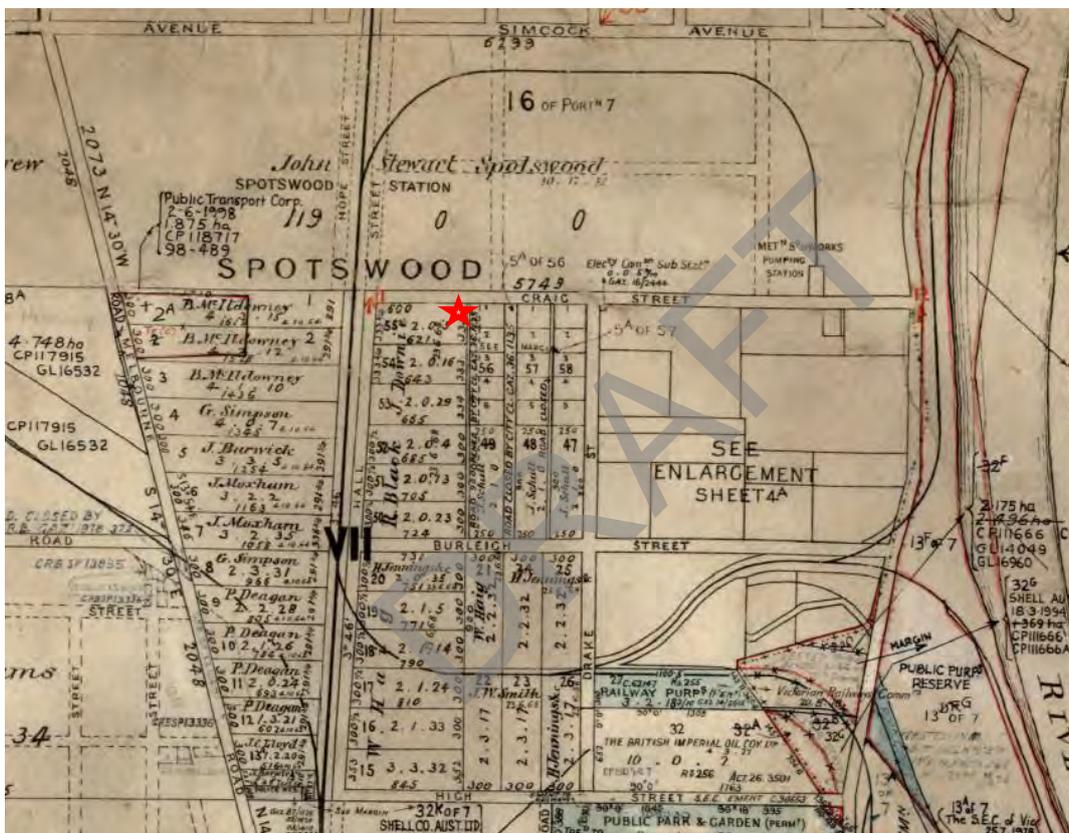
Rear addition (not part of HO boundary)

To the rear (south) is a late 20th century addition. It is setback from the side elevation of the original part to the west side (Mcneilage Street) but extends to the boundary on the east side (Ramsay Street). This taller section has an asymmetric gable roof on a recycled red brick base. The upper sections of wall at the western end are clad in profiled metal sheeting. The windows are of a similar steel-framed type to the original section.

History

Context

The suburb of Spotswood covers the unceded Country of the Yalukit-Willam people of the Kulin nation, who maintain an ongoing cultural connection. This low-lying, riverside environment was alienated from the late 1830s and underwent some agricultural development. Active amongst the early landowners was John Stewart Spotswood, who took up 119 acres (48 ha) below Stony Creek in 1841, grazing cattle (mainly for dairying) and running a basalt quarry and punt service across the **Birraung/Yarra**. As a 'pioneer', whose children were also locally notable, Spotswood's family name was eventually bestowed upon the area.



(Source: Cut Paw Paw Parish Plan, C345(19))

After the initial land sales, the Spotswood area remained largely unimproved with little residential or industrial development, except for the dairy farm that John Spotswood established on his large holding.¹ Spotswood also operated a punt to/from Melbourne where his holding fronted the river, which continued as late as the 1880s.²

The Melbourne to Williamstown railway line bisected the area when it was constructed in 1859, but there was little development in Spotswood to necessitate a station. At the time the 1864 Cox Plan was prepared, Spotswood was shown as an entirely vacant area between the burgeoning commercial and residential areas at Footscray and Williamstown.³

Speculative land development had begun on John Spotswood's former holding by the late 1870s, but by 1878, when a railway station was opened at its current site, called Edom, the area was described as desolate and thought underserving of a dedicated

¹ HO30 Spotswood Estate Heritage Precinct Citation, p3

² HO30 Spotswood Estate Heritage Precinct Citation, p3

³ Henry L Cox, 'Hobson Bay and River Yarra leading to Melbourne' [map], 1864 London

train station.⁴ **It wasn't until the colony wide land boom of the 1880s did substantive development in the area begin in earnest, when the Spotswood Estate Company was formed for the purposes of purchasing land at Spotswood.**⁵

Concurrent with interest in the area for residential development, by the 1870s and 1880s, spurred by the lasting effects of the **mining activities Victoria's economy was boomed and the large tracts of undeveloped land and river and rail access in the** Spotswood, Newport and Williamstown areas began to attract industry and manufacturing. Major operations that were **established during this time included the Alfred Woollen Mill (1878) and Lennon's Agricultural Implements Works (established in Newport in 1887).**⁶

Some of these new concerns were established companies seeking larger or better situated sites. This included T Robinson and Co. (which commenced operations in West Melbourne in the 1850s before moving to Spotswood in 1891) and the Melbourne Glass Bottle Works, which has had begun operations in South Melbourne in 1874 before moving to Booker Street in 1890.⁷

The advantages of the area for industry were further enhanced with the construction of the extant Sewerage Pumping Station on Douglas Parade, which was completed in 1897 forming **the centrepiece of Melbourne's modern sewerage system – a massive undertaking of interconnected public works that transformed the city's ability to handle sewerage.**⁸

Industrial development in the Victorian period was concentrated in a wide arc defined by the Railway Station to the west, Stony Creek to the north and the Yarra River to the east, as shown on the below c1899 map.



The Spotswood area in 1899 with the approximate location of the subject place indicated (Source: MMBW plan no. 19, SLV)

Place History

⁴ 'The Modern Edom', *Argus*, 23 March 1878, p9; Vicsig, *Spotswood*, <https://vicsig.net/infrastructure/location/Spotswood>

⁵ HO30 Spotswood Estate Heritage Precinct Citation, p4

⁶ *Hobsons Bay Heritage Study, Vol1b: Thematic History*, 2003, pp22-23

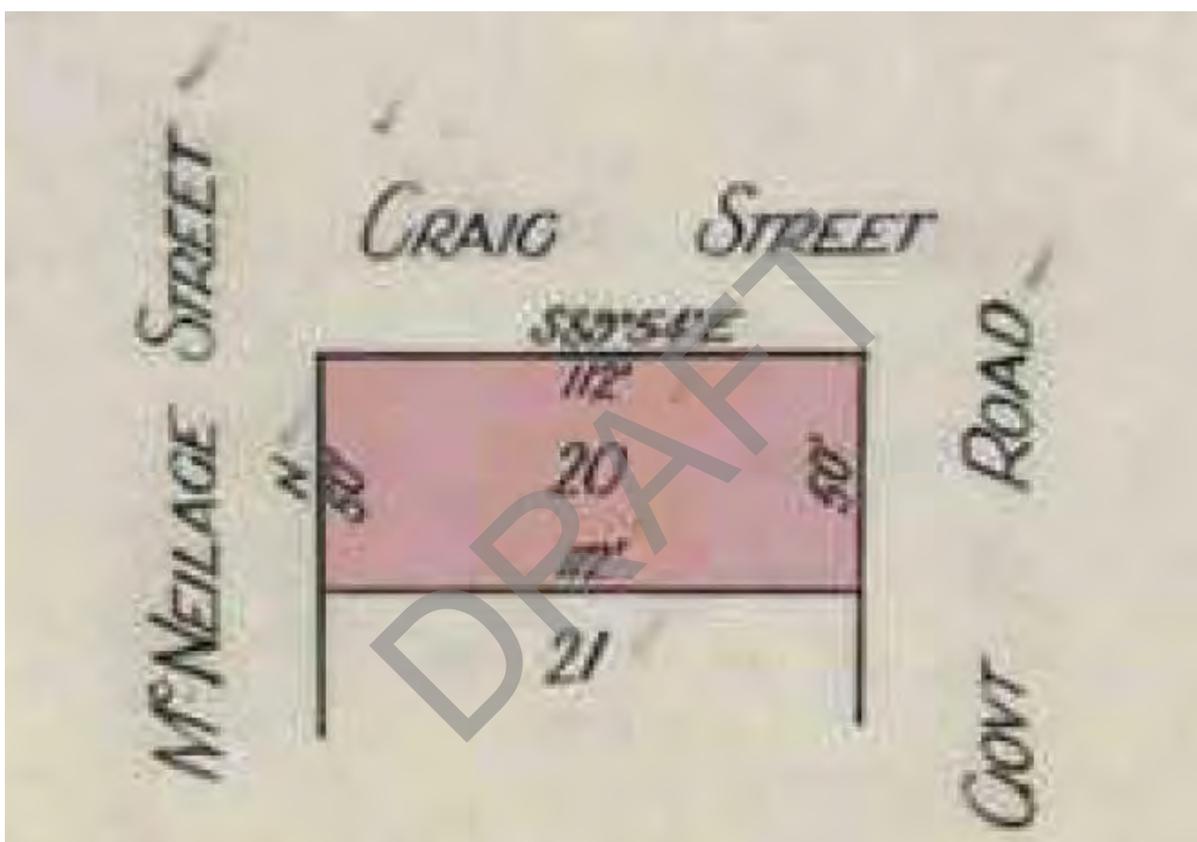
⁷ *Thematic History*, p23

⁸ Victorian Heritage Database Citation, *Sewerage Pumping Station*,

Baco Food Products site originally formed part of Crown Allotment 55 of the Parish of Cut Paw Paw, which were first acquired by J Downie. Allotment 55 was located south of Craig Street, and remained largely undeveloped during the Victorian period, with Craig Street demarcating the southern extent of residential development during this time.

In 1906, Allotment 55 was acquired by William McNeilage and two years later 1908 he had the extant red brick bungalow *Alloa* constructed just south of the corner of Hall and Craig streets.⁹ McNeilage, a Scotsman, likely named the building after Alloa, a town in his home Country. A prominent local citizen, he was the manager of the nearby Melbourne Glass Bottle Works, a substantial operation, and later a Williamstown City Councillor and RSL branch president.¹⁰

The subject site related to lot 20 of the 1926 subdivision of the holdings of the nearby mansion *Alloa*.¹¹ Advertised as the *Alloa Park Estate*, the subdivision largely became a residential area with the prime lots to Hall Street developed first. Lot 20 was first acquired by Auctioneer Henry Wheatly in August 1930 and changed ownership a few times unimproved during the 1930s, before being acquired by Ernest Frederick Epstein in May 1947.¹²



Original lot acquired by Ernest Epstein in 1947
(Source: Certificate of Title, Vol 5687 Fol 309)

Ernest 'Fred' Epstein was born in Freiberg, Germany to Frieda Weil and Leopold Epstein in an ethnic Jewish family.¹³ Escaping the attempted genocide of ethnic Jews by the Fascist Nazi regime, the Epstein family arrived in Melbourne in 1939. Shortly after arriving in Melbourne, he established a food production company with his father Leopold, which was initially known as Baco Manufacturing Company. The company was founded out of an office in the basement of the Rialto Building at 497 Collins Street, Melbourne.¹⁴

⁹ LP 11441; Certificate of Title, Vol 1284 Fol 776; *Alloa citation, Hobsons Bay Heritage Study Volume 3 – Heritage Precincts and Place Citations: Part 2 Heritage Places*, p435

¹⁰ *Alloa citation, Hobsons Bay Heritage Study Volume 3 – Heritage Precincts and Place Citations: Part 2 Heritage Places*, p435; 'Obituary', *Age*, 29 November 1950, p2

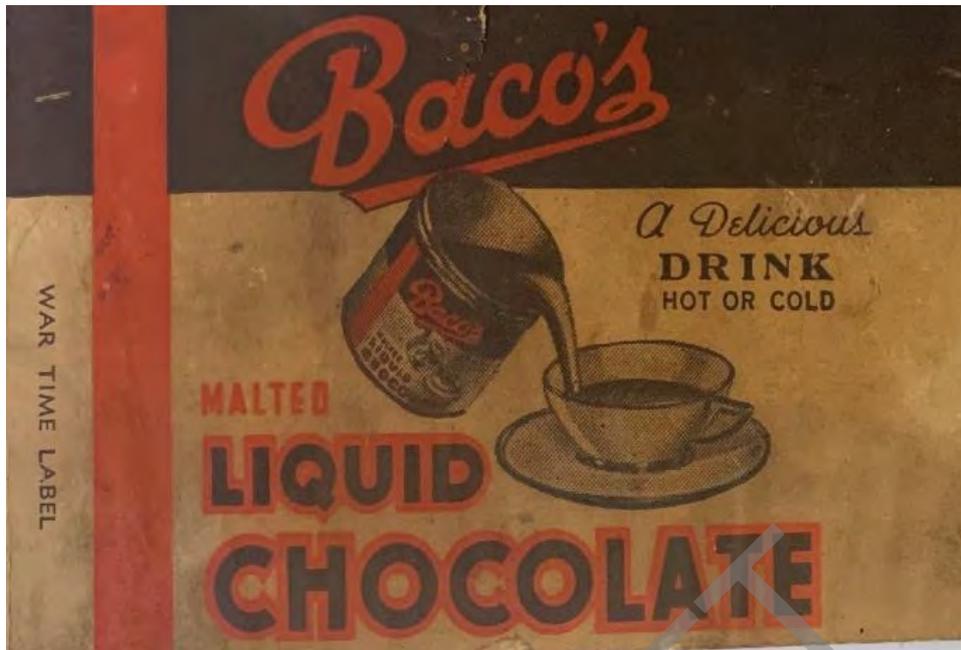
¹¹ Plan of Subdivision, LP11441

¹² Certificate of Title, Vol 5687 Fol 309

¹³ As per comms, Robert Epstein, 31 August 2021

¹⁴ As per comms, Robert Epstein, 31 August 2021; *Argus*, 10 August 1948, p11

A contraction of Bakers and Confectioners, the company was initially established as Baco Manufacturing Company and focussed on baking products.¹⁵ During wartime, they were known for their 'liquid chocolate' product, a powdered chocolate milk that could be used as a flavoured drink or in baking and cooking (see advertising below).



War time label of Baco 'liquid chocolate' drink
(Source: provided by Robert Epstein)

Reflecting the growing needs of the business and the desire to bring manufacturing into their scope, Fred sought a mortgage to in March 1947 and in May of that year acquired the factory site on corner Craig and McNeilage streets in Spotswood.¹⁶ The extant factory was constructed during the following year, 1948.¹⁷

¹⁵ As per comms, Robert Epstein, 31 August 2021

¹⁶ Certificate of Title, Vol 5687 Fol 309; contract of sale dated March 1947, provided by Robert Epstein

¹⁷ As per comms, Robert Epstein, 31 August 2021; The factory was also listed in **Sands and Macdougall's Directory** by 1950.

No original drawings survive in the building file for the factory to provide any indication who was responsible for the design. Communications from **Fred Epstein's son Robert**, suggest no architect was involved and the building was designed potentially in house at Baco. As told by Robert, the driving influence of the design of the factory was the internal function which it was purpose built for. This included the need for good drainage as production machinery had to be cleaned at the end of the day.¹⁸



c1950 undated early photograph of the factory shortly after completion
(Source: provided by Robert Epstein)

Although the Epstein family were based in the inner-south-eastern suburb of Windsor, they chose Spotswood as the site for their factory because it was the only industrial site the family could afford with a sewerage connection.¹⁹ The acquisition of land and the construction of a fine modern factory in an established industrial area was of great pride for the family, who had migrated to this country less than a decade prior.²⁰ The pride the family felt for the building is evidenced in contemporary staged photographs, with the family car in frame.



Circa 1950, undated early photograph of the factory
(Source: noahsjuce.com.au)

¹⁸ As per comms, Robert Epstein, 12 November 2021

¹⁹ As per comms, Robert Epstein, 31 August 2021

²⁰ As per comms, Robert Epstein, 31 August 2021

By 1951, Baco held an office at the Rialto Building and the factory on Craig Street. The factory was initially used to manufacture the **company's** line of condensed milk products, with milk brought in from the dairy centre of Korumburra in Gippsland.²¹ Baco had initially applied to the Department of Agriculture for a licence to manufacture condensed milk at the Craig Street factory, but the application was refused as Baco did not collect milk directly from the farmers. A separate store licence had to be sought from the Department instead.²²

Although the factory was in close proximity to the nearby Australian Glass Manufacturers site, milk bottles were not used in the production of their milk products, instead they were mostly canned.



Undated c1960s Spring Valley juice label
(Source: noahsjuce.com.au)

The passage of the 1958, *Milk Pasteurisation Act* introduced increased regulations around milk products.²³ Perhaps sensing the increased cost of the additional regulations involved with milk production, Baco Foods Pty Ltd in 1956/57 Baco adapted to manufacturing fruit juice at the site on Craig Street, creating the Spring Valley brand.²⁴

Spring Valley was a major success for Baco Foods and soon became the principal concern of the business. The distinctive glass bottle associated with the Spring Valley juices was produced at the nearby Australian Glass Manufacturers on Booker Street.²⁵

Likely due to the success of the Spring Valley brand, the company soon outgrew the factory on Craig Street, which they had vacated by 1970 moving to a premises on Cromwell Street, Caulfield to concentrate their fruit juice manufacturing in the south-east near where the family was based.²⁶

Consequently, the corner lot was acquired by Darrell and Heather Carr in July 1974.²⁷ In 1975, it was consolidated with a larger parcel to the south which had been acquired by the Carrs in 1973, to create the current holdings.²⁸

²¹ Letter, 'Minister of Agriculture to Baco Food Manufacturing Company', 15 February 1951

²² Letter, 'Minister of Agriculture to Baco Food Manufacturing Company', 15 February 1951

²³ *Milk Pasteurisation Act* 1958

²⁴ 'Close to the Tree', *Australian Financial Review*, August 9 2007, accessed online, <https://www.afr.com/companies/close-to-the-tree-20070809-kafcd>, accessed 12 August 2021

²⁵ As per comms, Robert Epstein, 12 November 2021

²⁶ *Age*, 5 November 1970, p31

²⁷ Certificate of Title, Vol 9050 Fol 491

²⁸ Certificates of Title, Vol 8448 Fol 835, Vol 9078 Fol 494

The large, double-height addition to the south of the original factory and administration building was constructed after the two sites were consolidated in 1975. The two hipped roof sections of the original extent of the Baco building can be seen in the 1970 aerial photograph below.



Subject place 1970. The Functionalist factory is outlined and vacant lot to the south which would shortly be consolidated with the north lot be is evident
(Source: Landata, Melbourne 1970 project, Run 39, Frame 174)

After Baco vacated the site, it was occupied by Eagle General Engineers.²⁹ Baco continued operation although fifty percent of Baco Foods Pty Ltd was acquired by Campbell Soups (Australia) in 1985.³⁰

More recently, a permit was granted for the construction of a two-storey addition to the factory and construction of the works are underway. The works are proposed to include the removal of part of the hipped roofs although the form of the building would be retained such that the three-dimensional form of the building would remain legible.

²⁹ Sands and MacDougall's Directory, 1970

³⁰ 'Campbell gets Juice Interest', *Age*, 4 December 1985, p32

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- Theme 3: Developing Local, Regional and National Economies – Developing Industry (3.4)

Comparative Analysis

The *Baco Food Products* is an uncommon example in the City of Hobsons Bay as a highly intact Post-WWII industrial building designed in the Functionalist style.

The subject place compares to the former Red Robin Hosiery factory (former) at 119 Pier Street, Altona (HO256) designed in the Moderne style at a similar time during the early Post-WWII period, circa 1949. It also has a rendered façade with long, narrower band of windows but features a concrete hood above the entrance. The façade of the Red Robin Hosiery factory however is more ornate than the subject factory on Craig Street. The off-centre, entrance bay is similarly emphasised as a vertically orientated unit - in this case by its fenestration pattern and stepped parapet featuring tripartite geometric mouldings with fin-like projections that extend above the parapet. Overall, the factory on Craig Street is less adorned, which illustrates the subtle differences between the two styles.

The only other place the subject site is readily comparable to is the former W Goetz & Sons Ltd Complex, which is located nearby at 136 Hall Street, Spotswood (HO139). This is a large factory complex with brick administration building designed in the Moderne style during the late Interwar period, circa 1939. The lower part/dado of the walls is manganese brick while the upper part is in a contrasting cream brick with dog toothed corbels to the parapet. The central band of metal-framed windows have a concrete lintel which contributes to the overall horizontal emphases of the design. The entry bay is centrally located and features fins, quoining and a frieze. Overall, it is more decorative than the factory to Craig Street and the elevations are face brick rather than render and concrete block.

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or fences	No
Prohibited Use	No
Aboriginal Place	No

Extent of Heritage Overlay

The proposed boundary of the heritage overlay is outlined approximately below, the northern building on CP103701 (about 18m x 34m).



Recommended boundary extent of heritage overlay.
(Source: Nearmap, 1 September 2021)

DRAFT

AGM FACTORY COMPLEX (FORMER) HO46

Address	1 (part) Hudsons Road + 1 (part), 8 and 21 (part) Simcock Avenue
Significance	Local
Construction Date	1897, circa 1931, early-to-mid 1950s
Period	Victorian, Federation, Interwar, Postwar
Date Inspected	Early and late 2021



Basalt Wall, Douglas Parade



AGM Company Headquarters, Simcock Avenue



Street Wall, Hudsons Road (north)



Glassmaking Plant, Hudsons Road (north)

Statement of Significance

What is Significant?

The *AGM Factory Complex (Former)* across four sites in Spotswood is significant. This vast, densely developed industrial site emerged east of Booker Street during the late Victorian period and expanded west, southwest and north during the early 20th century as a principal site of production for the nationally important company Australian Glass Manufacturers Co Ltd (AGM) (1915-39) and descendent Australian Consolidated Industries (ACI) (1939-98). Due to recent redevelopment, much of the historic built fabric has been lost or compromised; however, some significant elements survive.

The significant components are:

- Basalt Wall (1897), west of Douglas Parade,
- AGM Company Headquarters (1916), Tennis Clubhouse (circa 1916), and WWII Bunker, north of Simcock Avenue, and
- Moulded Plastics Factory, Gabled Workshop, and Glassmaking Plant, (circa 1931), Office Building and Street Wall (early 1950s), and ACI Fibre Packaging Plant (circa 1956), north and south of Hudsons Road.

The extent of the significant fabric of the various buildings differs. In some instances, the building was erected at one point in time and the three-dimensional form remains. In other cases, the extant brick façade was added to the front of a pre-existing shed (such as to some of the buildings on the north side of Hudson Road).

How is it Significant?

The *AGM Factory Complex (Former)* is of local historical, rarity, representative, and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

The *AGM Factory Complex (Former)* is of historical significance as a long-standing, continuously operating industrial complex, possibly the oldest in metropolitan Melbourne. The present industrial fabric is illustrative of the various phases of the development that characterised its growth from the late 19th century. Charting its progressive expansion from its original holding east to the west of Booker Street and beyond during the interwar year and marked consolidation during postwar years as the place evolved into a colossal, tightly packed quarter of technically advanced factories, administrative buildings, staff amenities, warehouses, and furnaces. The presence and character **of which came to define the locale, underlying Spotswood's reputation** as a notable industrial suburb in Melbourne. Generations of local men and women have laboured at the complex, which was a major employer for much of its history. The associations of the place with the glassmaking industry and the various iterations of its nationally noteworthy parent company – Felton, Grimwade & Co/Melbourne Glass Bottle Works, Australian Glass Manufacturers Co Ltd, and Australian Consolidated Industries, and its many subsidiaries – is also of note. (Criterion A)

The *AGM Factory Complex (Former)* is of representative significance as an extensive industrial complex with intact building fabric from its key phases of development being the Victorian, Federation, Interwar and Postwar periods. The near-continuous street wall of masonry buildings/facades along Hudsons Road forms a highly evocative industrial streetscape of fabric mainly dating to the Interwar (red brick) and Postwar (cream brick) periods, reflecting the scale of facilities required at the place. As a complex, it consists of an unusually varied range of industrial buildings and staff facilities, for which there is no ready comparison in the municipality and few in Melbourne. Of these, the rare surviving elements are the *Basalt Wall*, *Tennis Club*, and parabolic *WWII Bunker* (Criteria B and D)

The elements of particular aesthetic significance are:

- the *Basalt Wall* (1897, Victorian period), a long and finely made wall with landmark qualities,
- *AGM Company Headquarters* (1916, Federation period), a good and intact example of the Free Style in red brick with a terracotta tiled roof and a symmetrical façade design with an original entrance canopy, and
- *Glassmaking Plant* (circa 1931, Interwar Period), an unusually restrained façade design – articulated with minimal masonry and with large, openable steel-framed windows reflecting the manufacturing function of the building (and the need for good lighting and ventilation).

(Criterion E)

Description

The *AGM Factory Complex (Former)* is comprised of a series of non-contiguous industrial buildings and elements that reflect late Victorian, Federation, Interwar, and Postwar phases of development. These discrete components are predominantly located along the eastern end of Hudsons Road (north side) but also include a cluster of elements on the north side of Simcock Avenue and the east side of Douglas Parade.

These groups are examined below.

Basalt Wall (1897)

Affectionately referred to by locals as the 'The Great Wall of Spotswood', this basalt rubble wall was constructed soon after the establishment of the complex and is a highly visible built element on the west side of Douglas Parade. The majority remains, although the original northern return, which included an entrance, has been removed. The existing north end of the wall was reconstructed around 2000, with some red brick-lined openings omitted (these were related to the former abutting boiler house).

The wall is approximately 120 metres long, extending northwards from the MMBW Spotswood Pumping Station (HO82/VHR-H1555), and has a height of about 4 metres.

The constituent blocks are rock-faced in regular courses (twelve in total). In some random sections, narrower blocks are utilised, although the overall format of the wall was maintained. The coping course is wider, projecting forward (and likely mirrored to the rear) with a margin. There is also a pier with a margin, a defined plinth, and a wide elaborately moulded cap at the southern end.

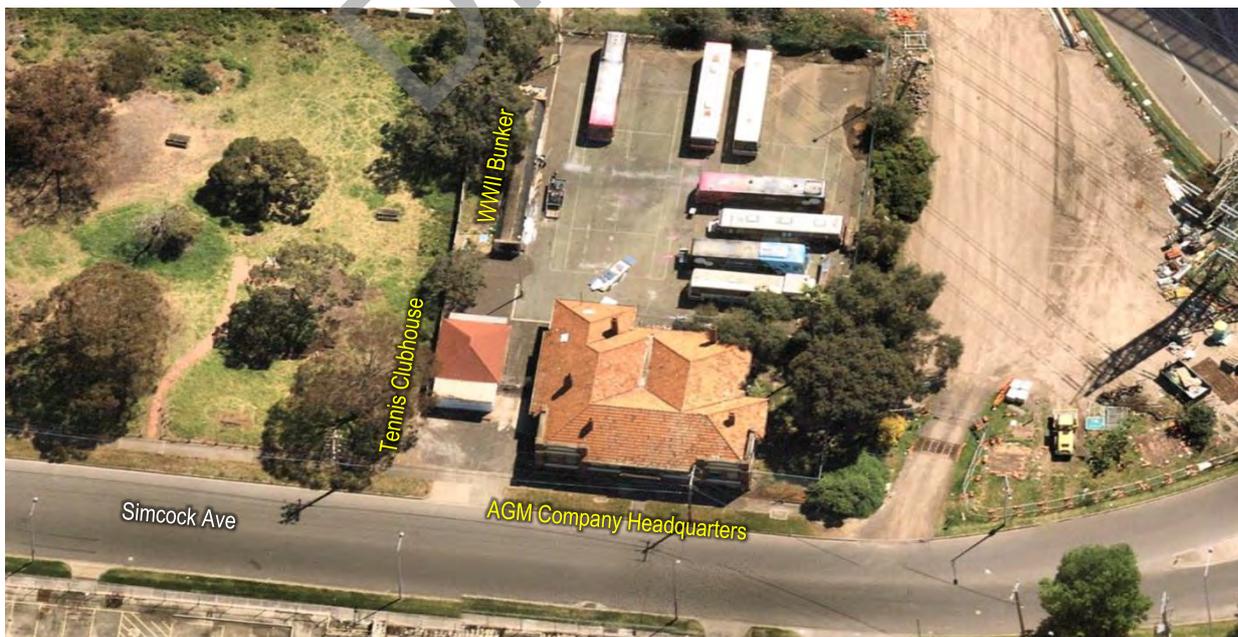
Mortar repair is apparent across the length of the wall; however, some likely original incised and ribbon/strap pointing remains evident in part. Plantings obscure the termination of the wall at the north end.



South end of the *Basalt Wall*

AGM Company Headquarters (1916)

On the north side of Simcock Avenue, between AGM Park and Memorial Park, is the former *AGM Company Headquarters*, a *Tennis Clubhouse* (circa 1916), and a World War II (WWII) air raid shelter (*WWII Bunker*).



Aerial photograph of the former administrative centre, north is top of frame (Source: Nearmap, November 2020)

The *AGM Company Headquarters* is a single-storey office building designed in the Federation Free Style, likely by an architect or skilled company engineer, and built to Simcock Avenue. It has a hipped roof with a broad ridge and is clad in terracotta tiles. Five squat red-brick chimneys are present on the roof. The western chimney retains one tall terracotta pot (initially paired). Much of the roof has an eaves overhang with exposed rafter ends. At each end of the façade is a corner bay with gently curving rendered copings and panels.

The building is constructed of red brick in an English garden bond (three courses of stretchers to each row of headers). There are rendered bands (possibly concrete) at lintel (bay only) and sill heights.

The façade is symmetrical and divided into five bays by engaged piers. The central bay performs as the main entrance. Original elements include its original double timber board doors, cantilevered canopy with modillion brackets, and a highlight window. The other flanking bays feature paired timber-framed, double-hung sashes (the upper pane is smaller than the lower).

There is a small weatherboard volume on the west elevation that is likely a later addition.

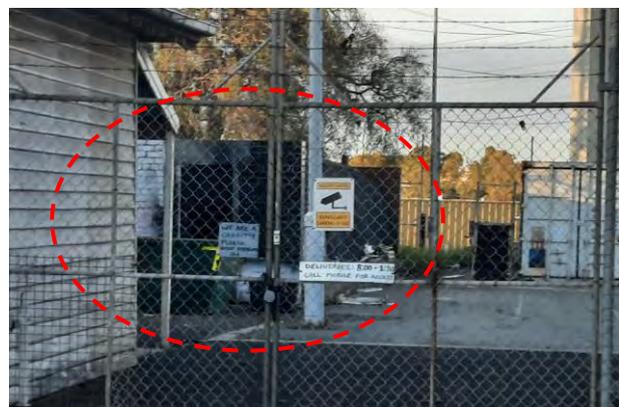


AGM Company Headquarters, Simcock Avenue frontage

The *Tennis Clubhouse* is located west of the office building at a moderate setback from Simcock Avenue. It has a hipped roof clad in corrugated sheet metal with walls clad in timber weatherboard. The building was orientated away from the street towards **the rear, where the company's tennis** court was located. Attached to the street-facing elevation is a skillion-roofed weatherboard volume. At the rear of the clubhouse is a timber verandah.



Tennis Clubhouse from Simcock Avenue (left)



Brick end walls of the bunker are circled in red with the parabolic core visible behind

Behind the *Tennis Clubhouse* is a *WWII Bunker*. It was installed during the early 1940s as a shelter for anticipated Japanese air raids for staff at the militarily important complex, which became a major producer of munitions during the conflict. The reinforced concrete core of the structure has a distinctive parabolic profile with brick end walls.¹

Hudsons Road Buildings

Lining the north end of Hudsons Road (east of Werribee/Williamstown line), on the north side, is a series of industrial factories and production sheds built to the street from the early 1930s and early-to-mid 1950s. Some of these structures have been progressively modified, likely as their functions have changed. Yet, **their ‘street walls’ are broadly intact and possess a robust/industrial character.**

Individual buildings are discussed below.



Aerial photograph of the *Hudsons Road Buildings* with significant fabric shaded yellow
(Source: Nearmap, November 2020)

¹ Documentation pertaining to the bunker is likely located in the archives of the Allied Works Council (1942-45) held at the NNA.

Former Moulded Plastics Factory (circa 1931)

The large *Moulded Plastics Factory* is set back moderately from the northwest corner of Hudsons Road and Booker Street. It has a paired gable roof clad in corrugated sheet metal. The western gabled section was an early addition, provided between the late 1930s and 1945. Each gable is surmounted by a ventilating lantern section.

The original timber-louvres remains visible from Booker Street, although metal sheeting has been installed in the other parts. The southern gable ends are clad in short-length sheeted metal. Its visible wall along Booker Street is constructed of red brick in English garden wall bond.

Fenestration to the building's long east elevation (Booker Street) is generally intact, defined by ten recessed window units, each with concrete lintels, bullnose brick sills and multipaned timber-framed windows (fixed highlights). The upper part of the brick wall has been overpainted.

Between the southern end of the *Moulded Plastics Factory* and the corner of Hudsons Road/Booker Street is an original but modified gabled wing, which is set lower than the adjoining paired gables at the rear.² Due to the extent of visible alterations, this section is not identified as significant.

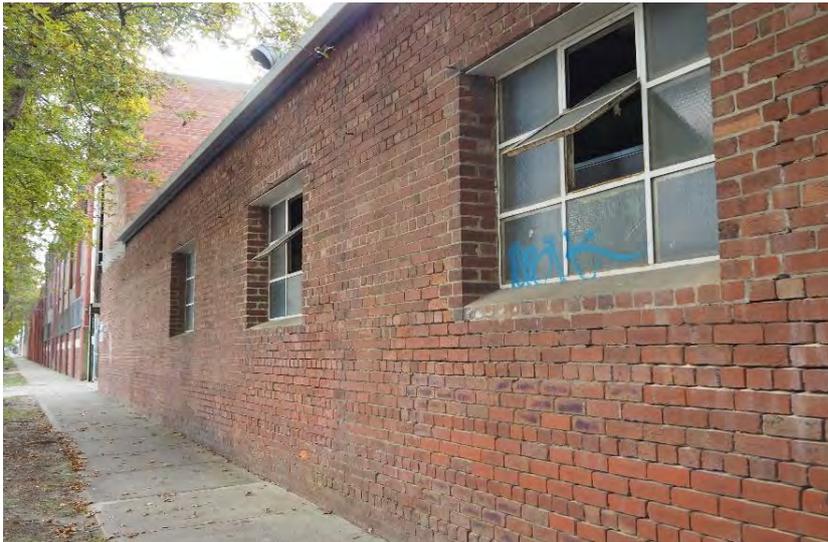


Moulded Plastics Building (visible parts shaded red) viewed from the intersection of Hudsons Road and Booker Street

Gabled Workshop (circa 1931)

Between the *Glassmaking Plant* (west) and *Moulded Plastics Factory* (east) is a single-storey building with a transverse gabled roof clad in corrugated metal sheeting. Its Hudsons Road-facing wall is of red brick in a garden wall bond (three courses of stretchers, alternating with a course of headers). Puncturing the wall are three steel-framed windows with a central pivoting section. These are early insertions. The double-height section in the west is a later addition.

² At the Hudsons Road/Booker Street corner, a short section of return wall has been constructed, generally continuing the details of the *Moulded Plastics Factory's* east elevation. **The remainder of the Hudsons Road elevation has been re-clad with profiled sheet metal.** The windows are timber-framed with wide panes. The highlight panes have timber louvres.



Gabled Workshop from Hudsons Road, facing west

Former Glassmaking Plant (circa 1931)

The *Former Glassmaking Plant* is located on the north side of Hudsons Road and is formed by a double-height (east) and single-storey (west) section.

The roof form of the double-height section, originally a series of abutting traverse gables, has been modified into a conspicuously tall – even dramatic – industrial roofscape; however, the southern plane of the original gable-front has been largely retained. This element, visible obliquely from Hudsons Road, is identified as significant. Attached to the east side of the double-height section was a tall industrial chimney. Its removal has left this side effectively open.

The double-height street wall has a concrete parapet that displays moulded edges and projects forward over regularly spaced brackets. Concrete piers frame the wall. These are faceted to the upper part with a capital-like projection to the top edge. The outer piers project above the parapet. Infill panels form a plinth/dado of red brick in an English garden wall bond with a rendered (concrete) band. Above are two levels of steel-framed multipaned windows that pivot centrally. This window bank consists of eight bays, the middle of which includes a metal roller door. Overhead is a band of fixed timbered louvres.

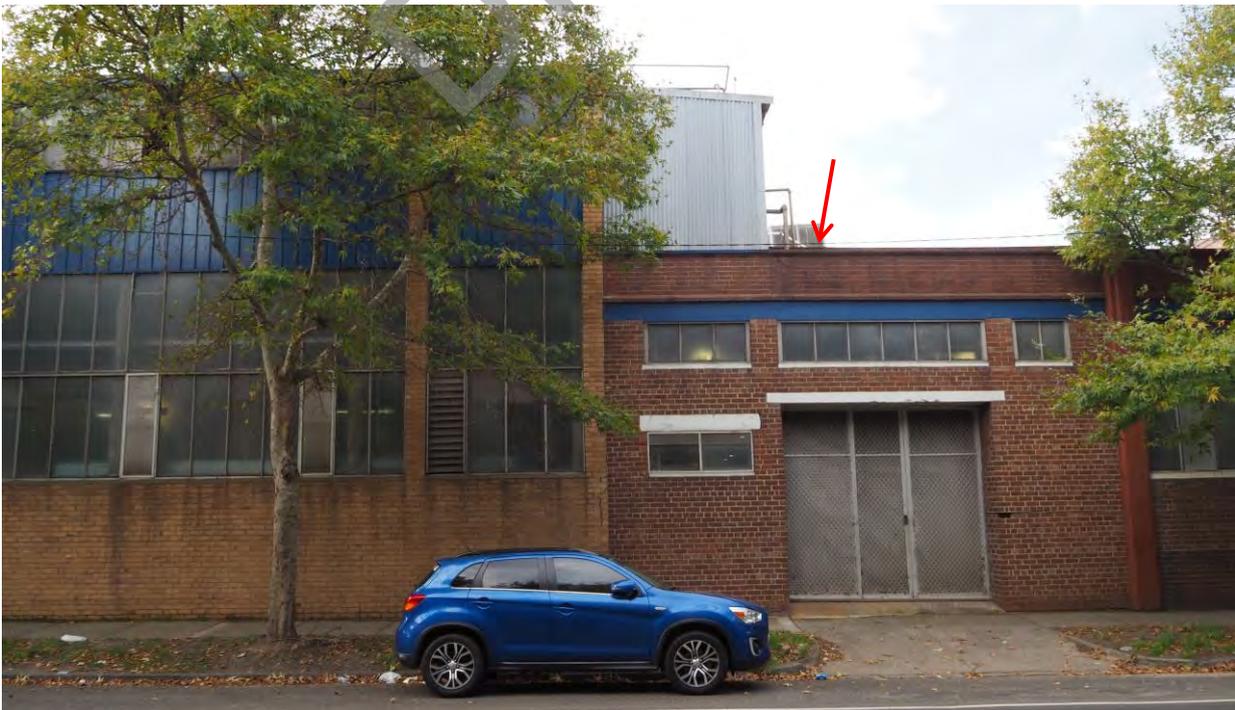


Double-height section of the *Glassmaking Plant*

The parapet of the single-storey section conceals four original hipped-roof sheds clad in corrugated metal sheeting. The outer hips have both been modified and so only the front section of this building, approximately 6.5 metres back from the street wall, is defined as significant. The façade is comprised of ten bays and displays similar format and detailing, including concrete piers with chamfered edges and a projecting capital-like element (Art Deco motif) and brick plinth/dado. The parapet has a projecting coping course and there is another similar course above the concrete lintels of the windows. Original windows are steel and multipaned with highlights above. Several of these windows have been replaced with aluminium frames. The westernmost bay has a central recessed opening (non-original doors) with a concrete lintel.



Single-storey section of the *Glassmaking Plant*



Junction between single-storey section of *Glassmaking Plant* (red arrow) and the adjoining *Postwar Office Building* (left)

The lack of decoration and extensive banding of the windows, which emphasise **the plane's** horizontality, counterpoised by the vertical regularly spaced piers of the *Glassmaking Plant's* façade, is reflective of the influence of the Art Deco/Moderne idiom. This internationally-grounded design approach evolved as a popular industrial expression over the course of the 1930s due to its association with progress/modernity and machine-like design. This example is more restrained than most and reflects the practical, industrial application of the style.

Postwar Office Building and Street Wall (early 1950s)

Adjoining the *Glassmaking Plant* façade to the west is a multistorey building – originally likely an office – with a skillion roof and cubic form. Its façade extends to the parapet and is characterised by a generous extent of aluminium-framed glazing, divided vertically, with original textured glazing and some louvred sections. The plinth/dado is cream brick in stretcher bond, while the upper part of the façade is clad in profile metal sheeting. This expression is repeated on the façade of the building to the west. Such a restrained aesthetic, particularly the uninterrupted bank of windows, is indicative of the International Style as employed at industrial buildings during the 1950s.

Separating the *Postwar Office Building* from the *Street Wall* in the west is a recessed loading area. Its presence allows for some of the return/west elevation of the *Postwar Office Building*, a cream brick wall (recently overpainted), to be interpreted from the public realm.



Postwar Street Wall, west of the entrance bay

History

Context

The suburb of Spotswood covers the unceded Country of the Yalukit-Willam people of the Kulin nation, whose descents today belong to part of the world's oldest living culture and maintain an ongoing cultural connection to the area. From the late 1830s, this low-lying, flat, riverside environment was alienated for agricultural uses. Active amongst the early landowners was John Stewart Spotswood, who took up 119 acres (48 ha) below Stony Creek in 1841, grazing cattle (mainly for dairying), quarrying basalt for ballast and operating a punt service across the **Birrarung/Yarra River**. As a 'pioneer', whose children were also notable locally, Spotswood's family name was eventually bestowed upon the area, replacing the earlier usage of 'Edom' and 'Spottiswoode'.³

Spotswood emerged from the late 1870s as a principal stretch of the industrial belt developing in western Melbourne, between Footscray and Williamstown. Large-scale industrialists flocked to the region, drawn by cheap, level land and proximity to river and rail transport (with its urban and western Victorian linkages). Over the late 19th century, Spotswood developed rapidly into an urban manufacturing centre, with much of its industry noxious. This reputation intensified in the wake of the First World War, with various petrochemical companies setting up vast storage and distribution nodes in Spotswood. The identity of the locality as one of the city's 'most important industrial suburbs' had solidified by the late 1920s.⁴ The postwar period witnessed another surge of industrial construction and, often, site redevelopment.⁵

Speculative modest homes for workers had been built from the late 1880s and a small commercial strip emerged west of the railway. This residential layer later included considerable developments overseen by the Department of Repatriation and then the Housing Commission and company housing. From the late 1940s, the once more isolated locality combined with the suburban **sprawl of Western Melbourne, with houses and factory jobs often taken up by postwar immigrants. Spotswood's distinctive industrial landscape of sawtooth and gabled roofs, sprawling factories and warehouses, railway spurs, chimney stacks, and storage tanks began to be rationalised from the late 1990s, a process that continues. The 1991 Australian film *Spotswood* showcased the locality's working-class/industrial character.**



1979 aerial photograph of the northern part of Spotswood with the Westgate Bridge in the foreground
(Source: Wolfgang Sievers, NLA, <http://nla.gov.au/nla.obj-160597704>)

³ Spotswood Railway Station (1878) was known as Edom until 1881, then Spottiswoode. In 1905, it was renamed Spotswood.

⁴ 'Spotswood Progress', *Williamstown Chronicle*, 12 January 1929, p2

⁵ For a summary of industrial development in Spotswood see Graeme Butler & Associates (Jill Barnard), *Altona, Laverton and Newport Districts Stage 2, Volume 2: Environmental History*, section 3; and Gary Vines, *Industrial Heartland: Introduction to the Western Region Industrial Heritage Study, Melbourne's Living Museum of the West, 1990, passim*

Place-specific

A comprehensive and broader history of the place is provided by **David Moloney's** *A History of the Glass Bottle Works site* (2012). This work examines glass production and technology, the **company's** evolving culture and structure, principal figures, its large multi-ethnic workforce, noteworthy industrial disputes, and its community presence/role in detail.

The company that owned and developed the place until the late 20th century underwent three major rearrangements and **sectionalisation's** during its history:

- Felton, Grimwade & Co (FGC) established the Melbourne Glass Bottle Works (MGBW) in 1872 by on Graham Street, South Melbourne
- MGBW relocates to Spotswood, 1889/9
- FGC become the Australian Glass Manufacturers Co Ltd (AGM) following interstate merges, 1915 – the new name reflected their national operation and effective monopoly of glass production for the next several decades
- AGM reformed into Australian Consolidated Industries (ACI) in 1939 (ACI International from 1981)

During this time, the *AGM Factory Complex* was responsible for manufacturing a wide diversity of bottles, glassware, sheet glass, engineering products and plastics.

The subject land derives from an assemblage of allotments in Section 7 of the Parish of Cut-Paw-Paw, County of Bourke, an **area that formed part of the district's** characteristic flat, swampy landscape.⁶ This locale was taken up by the Spotswood family as a dairy and ballast quarry from the early 1840s.



Extract from a panorama depicting Williamstown (bottom left), dated 1873 – Spotswood is shown as largely underdeveloped. The approximate location of the place is marked by the red star
(Source: Albert C. Cooke, NLA, <https://nla.gov.au/nla.obj-230007895>)

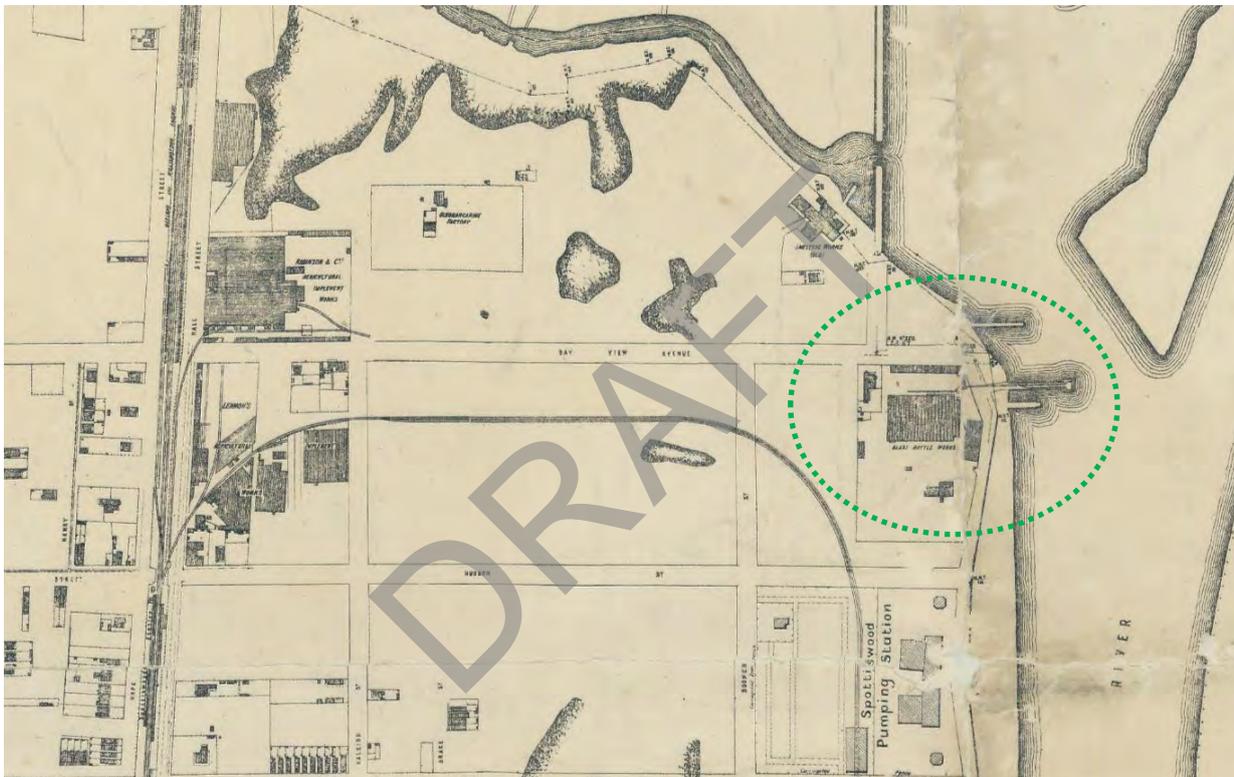
⁶ Specifically – Crown Allotments 47, 48; portions 1, 2, 3, 4, 5 of Crown Allotments 57 and 58; part of Crown Allotment 49; and part of portions 1, 2, 3, 4, 5 of Crown Allotments 56 (Section 7).

In 1885, the fast-growing pharmaceutical firm of Felton, Grimwade & Co. purchased 11 acres (4.45 ha) of riverside land at **Spotswood as a 'greenfield' site** for the relocation of their South Melbourne-based bottle works plant, the Melbourne Glass Bottle Works (MGBW).⁷

Basalt Wall

The first MGBW complex at Spotswood was located between Booker Street and the **Birrarung/Yarra River**, as depicted in the MMBW plan below. It consolidated rapidly as a thriving industrial plant over the late 19th century. The only known above surface remnant of this formative layer is the tall basalt perimeter wall along Douglas Parade. It was constructed from locally quarried stone in 1897 and has long defined the eastern boundary of the place, attaining the status of a local landmark.⁸

In the mid-1990s, the northern end of the *Basalt Wall* collapsed, revealing the foundations and basement of the former boiler house on the west side. There were infilled red-brick lined openings in the damaged section of the wall associated with the boiler house; however, these were left out when reconstruction of the northern end occurred. It is possible that other foundations and underground stores related to the early phase of the complex survive adjacent to or in the vicinity of the wall.⁹



MMBW plan, no. 19, dated 1899, showing the MGBW complex (circled in dashed green) at the turn of the century. The original extent of the basalt wall is identifiable along the east boundary of the site with boiler house adjacent. (Source: SLV, Town of Williamstown, scale 400 feet to inch, <https://viewer.slv.vic.gov.au/?entity=IE7325845&mode=browse>)

⁷ David Moloney, *A history of the Melbourne Glass Bottle Works site: including its industrial context Spotswood, Victoria*, Museum Victoria, 2012, p11

⁸ S G Garnsworthy, *History of ACI*, unpublished manuscript, 1964, pp22-23 in Moloney, *A history of the Melbourne Glass Bottle Works site*, p12)

⁹ Graeme Butler & Associates, *Altona, Laverton & Newport Districts Heritage Study Stage Two, Volume One*, City of Hobson Bay, 2000, Place Identifier 1539



Photograph of the *Basalt Wall* (red arrow) with MGBW complex in the background, taken from the river or opposite bank, 1908. The northern section has been removed.
(Source: SLNSW MLMSS 5146 139X via MV Tours, Spotswood Industrial Heritage Walk)

AGM Company Headquarters

In 1916, the AGM acquired **at auction 4.5 acres (1.8 ha) of land on the north side of Simcock Avenue (initially 'The Avenue', then 'Bay View Avenue') opposite their original site.** That year, the company constructed their new company headquarters at the new holding.¹⁰ Around the same time the *Tennis Clubhouse* was built, a tennis court was formed, and – in the 1920s – staff accommodation was provided (since removed) at what is now AGM Park.

The red brick office (*AGM Company Headquarters*) remained utilised as such until 1932, when management was relocated to Spencer Street, Melbourne. **The building remained occupied by the AGM's accounting wing (until 1955) and accommodated a social club for the complex's workforce.** In the second half of the 20th-century, Bruntons Bright Steel (est. circa 1939), a major subsidiary of the AGM, utilised the building as an office. In October 1970, it was commandeered as a base to organise rescue efforts at the site of the West Gate Bridge collapse.¹¹

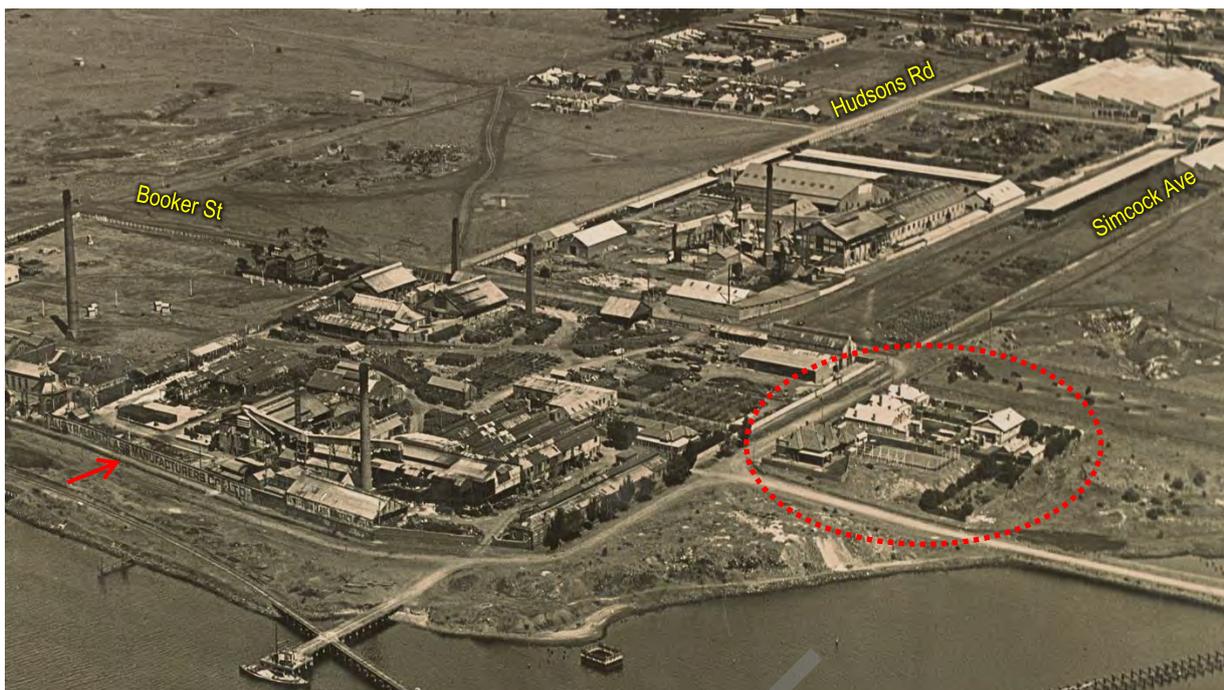
During WWII, much of the Spotswood complex east of Booker Street was adapted into a mass production munitions centre **under the Australian Government's commercial annexe program.**¹² As these buildings were demolished in 2012, one of the last tangible reminders of the place's associations with wartime activity is the circa 1941 bunker, which was constructed in place of the tennis court. It was installed to provide staff at the vital munition works shelter in the case of Japanese air raids. Other bunkers were provided elsewhere at the complex but appear to have been removed. In the postwar period, the shelter at the *AGM Company Headquarters* was utilised for record storage.¹³

¹⁰ Moloney, *A history of the Melbourne Glass Bottle Works site*, p51

¹¹ Moloney, *A history of the Melbourne Glass Bottle Works site*, p161

¹² See Moloney, *A history of the Melbourne Glass Bottle Works site*, chapter 4

¹³ Peter White interview, 26 June 2012 in Moloney, *A history of the Melbourne Glass Bottle Works site*, p107



Aerial photograph of the Spotswood Complex from across the river, dated 1930
 Note the *Basalt Wall* (red arrow) with hand-painted advertising, facing Douglas Parade
 The *AGM Company Headquarters* is circled in red – note the *Tennis Clubhouse*, tennis court and adjacent staff housing
 (Source: Charles D. Pratt, *Aerial View of the M.M.B.W pumping station at Spotswood*, SLV, <http://handle.slv.vic.gov.au/10381/308321>)

Hudsons Road Industrial Buildings

Between 1908 and 1912, vacant land west of Booker Street had been acquired for the MGBW. This block – bounded by Simcock Avenue in the north, Hudsons Road in the south, and Raleigh Street in the west – emerged over the 1920s and 1930s as the core of the **AGM's** highly advanced, mass, mechanised production of glass products.¹⁴

Comparisons between various aerial photographs show that *Moulded Plastics Factory* at the corner of Booker Street/Hudsons Road, the *Gabled Workshop* along Hudsons Road, and the adjacent *Glassmaking Plant* were all constructed between 1930 and 1931. By the latter, four (then five) large, corrugated metal sheds with paired gable roofs were also erected further west, facing Hudsons Road at a moderate setback. A second gabled wing was provided at the *Moulded Plastics Factory* by 1945.

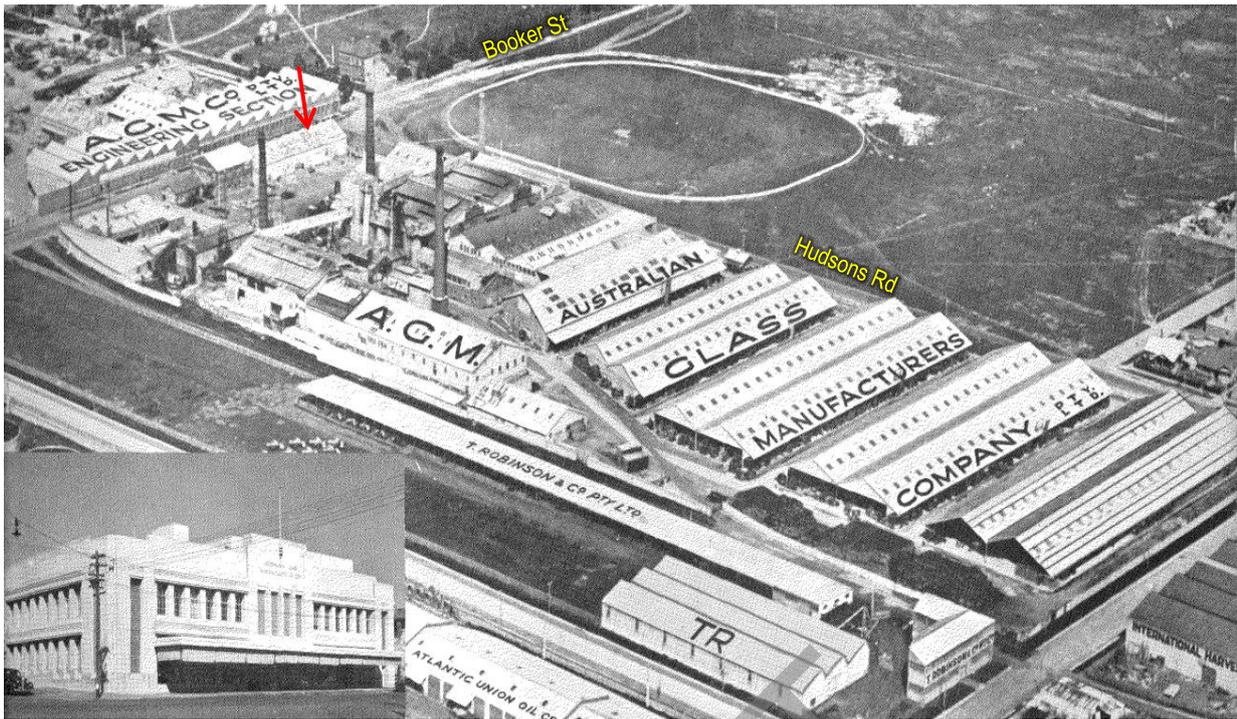
¹⁴ By 1908, the Spotswood works employed nearly 500 hands manufacturing over 30,000 gross (over 4.3 million) aerated water bottles and enormous quantities of other various bottle types per year. (Moloney, *A history of the Melbourne Glass Bottle Works site*, p8, 16)



Aerial photograph of the AGM complex, 1931
 Note that the presence of the *Moulded Plastics Factory*, *Gabled Workshop*, and *Glassmaking Plant*
 The fifth (westmost) shed has not been built (Source: *Maldon Prison 1931*, Frame 11, Landata)



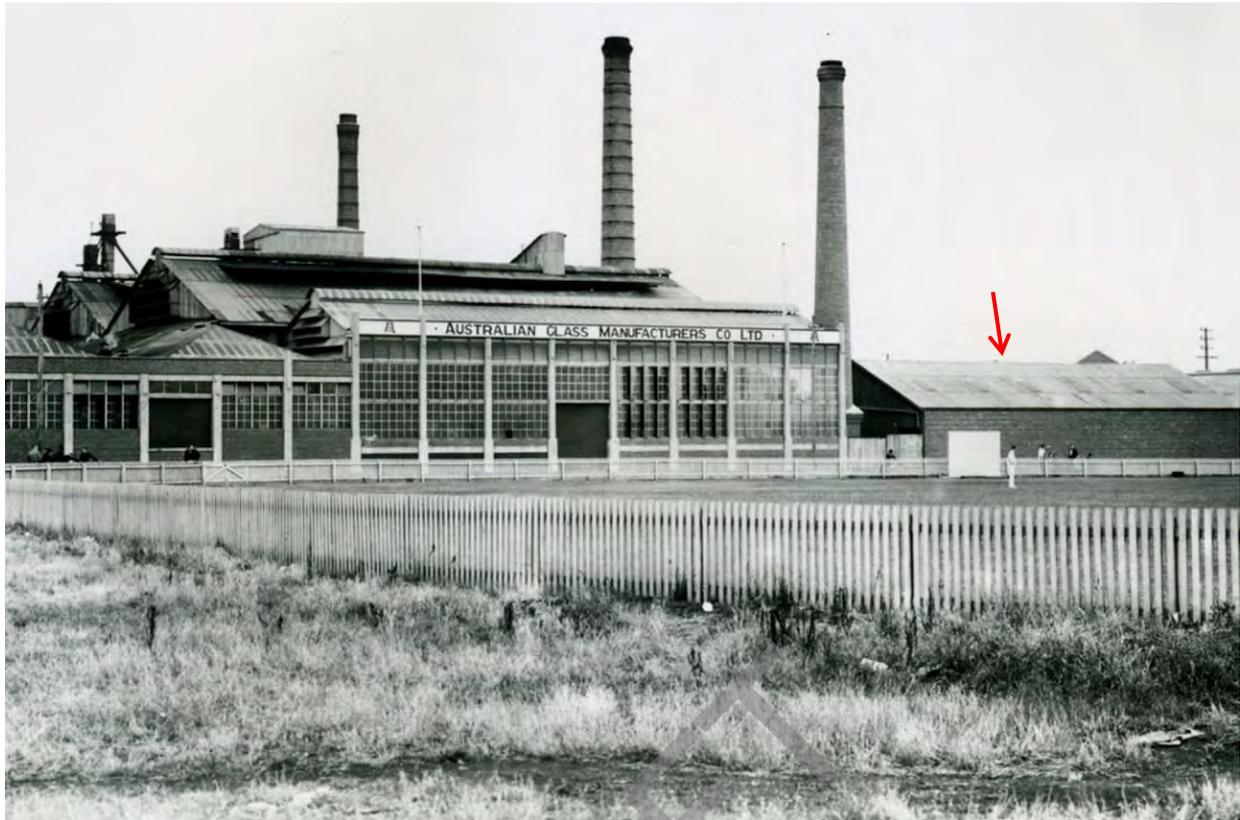
Aerial photograph of the complex, viewed from the east, 1933-35
 Note the moderate setback of the four (later five) sheds from Hudsons Road
 The original series of gabled roofs set behind the Moderne street-wall of the *Glassmaking Plant* are apparent (red arrow)
 (Source: Tom Marshall Collection via Moloney, *A history of the Melbourne Glass Bottle Works site*, p56)



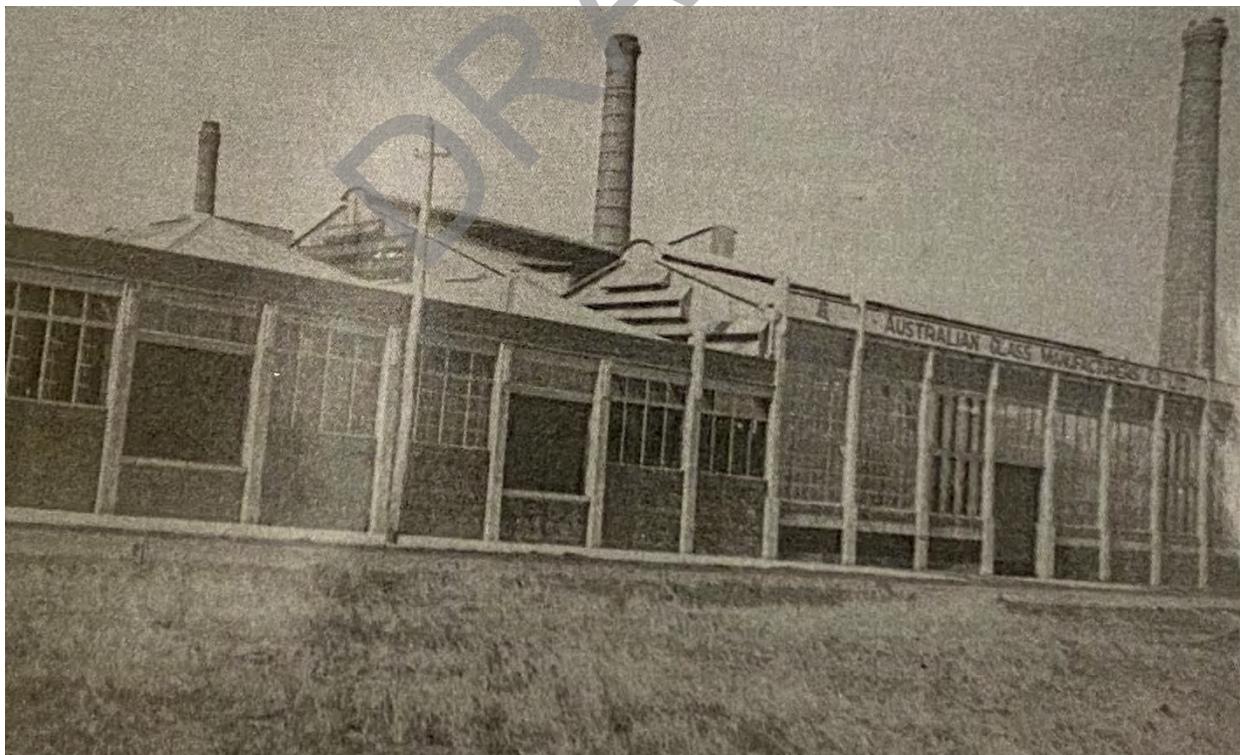
Aerial photograph of the complex, viewed from the north, late 1930s (note completion of the westmost gabled shed)
 The *Moulded Plastics Factory* is indicated by the red arrow (its western gabled section has not yet been provided)
 (Insert is of metropolitan offices and showrooms, not at Spotswood)
 (Source: Australian Consolidated Industries, *Looking Backward and Forward Through Glass*, 1941, Powerhouse Museum, NSW)



View to the single-storey and double-height section of the *Glassmaking Plant* from across Hudsons Road, dated 1940
 Note the industrial chimney attached to the east elevation of the double-height section (since removed)
 (Source: Royal Historical Society of Victoria, Image no. 40268 via Moloney, *A history of the Melbourne Glass Bottle Works site*)



Glassmaking Plant (left) with the Gabled Workshop (red arrow – note the street-facing wall is blank), undated but presumably late interwar
 (Source: Tom Marshall Collection via Moloney, *A history of the Melbourne Glass Bottle Works site*)



Photograph of the Glassmaking Plant's Hudsons Road frontage, 1946

Note that bay three and six of the single-storey section appear to have originally been loading bays – these were later adapted into steel-framed windows replicating the other bays

(Source: SLNSW, ACI Pix Acc., Box 1, 124 via Moloney, *A history of the Melbourne Glass Bottle Works site*, p151)

The ACI extended and/or replaced the four interwar corrugated sheds up to Hudsons Road during the postwar period, infilling the original setback. In what was likely an effort to improve the presentation of the complex to the public realm, a double-height cream-brick and glazed street wall – designed in the International Style – was provided. In light of the continuation of wartime rationing into the late 1940s, this wall was likely erected during the early 1950s, a phase of intensive redevelopment at the complex.



View to three of the corrugated sheds across Hudsons Road, likely the late 1930s – prior to their concealment by the cream brick facades/buildings (Source: Tom Marshall Collection via Moloney, *A history of the Melbourne Glass Bottle Works site*)



Aerial photograph of the central part of the ACI complex, dated 1945 – north is top of the frame
Note the western gabled wing is apparent at the *Moulded Plastics Factory* – set back of the metal sheds from Hudsons Road remains unfilled (Source: *Melbourne and Metropolitan Area Project*, Run 22, Frame 58646, Landata)



1956 aerial photograph of the ACI Complex – north is top of the frame. The easternmost corrugated sheds have been extended forward and the *International Style Street Wall* appears extant (dashed red line). The *ACI Fibre Packaging Plant* has also been constructed south of Hudsons Road (orange arrow); see discussion below. (Source: *Melbourne Outer Suburbs Project, Frame 2, Landata*)

Over the late 1950s, this street wall continued along the front of the adjoining metal sheds in the west (except the corner building). This section of the street wall survived until circa 2020, when a contemporary industrial building replaced it.

ACI Fibre Packaging Plant

In 1920, the AGM had purchased about 12 acres (4.85 ha) of vacant land on the south side of Hudsons Road. This block was bounded by Craig (south), Bernard (west), and Booker streets (east). During the mid-1930s, the company established a sports ground with a turf pitch in the north-east corner of the holding, which was utilised by the in-house cricket team (men and **women's**) and other community sporting bodies.¹⁵

From the mid-1950s, the sports ground gave way to an expansion of the complex south of Hudsons Road, including the construction of the substantial *ACI Fibre Packaging Plant* in circa 1956.¹⁶ It was originally involved in the production of boxes for packaging glass products and was joined to the *Glassmaking Plant* opposite by an overhead conveyor belt that crossed Hudsons Road (see below, since removed). This building was later purchased and used by Amcor, an Australian packaging company.¹⁷

The *ACI Fibre Packing Plant* had been earmarked for major modifications at the time of assessment and, accordingly, has not been attributed with heritage significance.

¹⁵ Moloney, *A history of the Melbourne Glass Bottle Works site*, p55, 161

¹⁶ A conjoined pair of gabled sheds, southeast of the *ACI Fibre Packaging Plant*, also remain from the postwar war period; however, they appear to have been modified and have become relatively subsumed by an enormous 1970s gabled shed in the south.

¹⁷ Moloney, *A history of the Melbourne Glass Bottle Works site*, p151



Aerial photograph of the ACI Complex, viewed from the north, 1964.
The ACI Fibre Packaging Plant is indicated by the red
(Source: Wolfgang Sievers, NLA, <http://nla.gov.au/nla.obj-160410488>)



The ACI Complex, viewed from the west, 1979
(Source: Wolfgang Sievers, NLA, <http://nla.gov.au/nla.obj-160330823>)

As depicted in the above aerial photographs, the section of the complex east of Booker Street (the original site) had been wholly redeveloped over the late 1930s as a multifaceted service and engineering centre.

In 1998, ACI was acquired by the American-based Owens Illinois (OI). The portion of the site east of Booker Street was closed and sold to the State Government in 2012. Soon after, all of its buildings – except for the *Basalt Wall* – were demolished. Much of the western part of the complex has also been redeveloped in recent years.



Aerial photograph of the former ACI Complex, June 2011
(Source: Nearmap)



Aerial photograph of the former ACI Complex, October 2021
(Source: Nearmap)

Moloney, as part of his study, examined the vast ACI Collection, which is archived at the State Library of NSW, noted there to be no apparent record of architects/designers or building plans.¹⁸ Presumably, the company utilised their own in-house engineers for the majority of industrial designs.

¹⁸ Moloney, *A history of the Melbourne Glass Bottle Works site*, p302

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- Theme 3: Developing Local, Regional and National Economies

Comparative Analysis

The area of Spotswood, east of the Werribee/Williamstown railway line, has been a predominantly industrial zone since the late 19th century. In recent decades, a number of substantial manufacturing sites, particularly along Hudsons Road and Booker Street, have been demolished and/or redeveloped. A small residential pocket (between Hudson Road and Craig Street) was established during the late 19th century and was expanded in the postwar period to provide workers housing for employees of the AGM. The latter in Bernard and Robb streets is also proposed as a heritage overlay – the **Australian Glass Manufacturers' Housing Heritage Precinct**.

One building in the proposed extent of the heritage overlay dates to the Federation period, with the others having been constructed in the interwar and postwar years. A few comparative examples from these periods in the municipality survive, though some have been demolished in the recent past.

The *AGM Company Headquarters* compares with the former Federation period Gatehouse at the east side of the Newport Power Station (HO81) in terms of scale but served a different purpose. The address is Douglas Parade; however, it is located at the north end of the Strand. This small Federation Free Style (or Edwardian Baroque) pavilion has channelled render, an elaborate parapet, and multipaned timber openings.

There is only one prominent surviving comparative building from the 1920s listed in the Schedule to the Heritage Overlay, though three others have been demolished. In addition, one small building is recommended as part of this project.

- *Victorian Railways Stores Branch Complex and Trees*, 1 McLister Street, Spotswood (HO185) – built in 1924-27 to a design by James Fawcett. This substantial single-storey building, probably constructed from concrete block (not rendered as noted in the citation), expresses a Free Classical mode with pediments to the lateral bays of the parapet and multipaned steel-framed windows. It is very different in character from the relevant building at the subject site.
- *Pumphouse*, Drake Street (recommended for a HO by this Study) – the place is located at the former Commonwealth Oil Refineries Company site in Spotswood. The building has a gable roof, clad in corrugated sheet metal clad, and eaves lined with sheeting, with a timber fascia and eaves gutters. The palette of red brick walls in stretcher bond with concrete lintels is typical of industrial buildings of the early part of the Interwar period.
- *Commonwealth Oil Refinery Complex (former)*, 32-54 Toll Drive, Altona North (HO303) – circa 1921, single-storey red brick administrative building with a gambrel roof with some short sections with a parapet breaking through the roofline. It has been demolished.
- *Vacuum Oil Company Ltd Depot (former)*, 29 Francis Street, Yarraville (HO130) – there had been a few 1920s buildings at this place, including two parallel, large red brick, gabled roofed structures. These have all been demolished. The street gable ends have corbelled/dog-toothed parapet and were divided into three bays (evident on GSV until 2014). Details of the others are not known.
- *Hugh Lennon Agricultural Implements Works*, 35 Raleigh Street and Hudsons Road and Hall Street, Spotswood (HO153) – From GSV (up to 2019), there was a large sawtooth roof building, fully clad in corrugated sheet metal, though to date to the Interwar period. Few openings were evident to Hudsons Road except for an upwardly canted band of windows (probably metal framed) to the front sawtooth, whereas the windows to Raleigh Street elevation were timber-framed. Now demolished.

There are two Moderne-style industrial buildings in the municipality that both date to the later part of the Interwar period:

- *Red Robin Hosiery Factory (Former)*, 119 Pier Street, Altona (HO256) - built in the early postwar period, circa 1949, and designed in the Moderne style. It also has a rendered façade with a long, narrower band of windows but features a concrete hood above the entrance. However, the façade of the *Red Robin Hosiery Factory* is more ornate than the *Glassmaking Plant* at the AGM Complex. The off-centre entrance bay is similarly emphasised as a vertically orientated unit. In this case, by its fenestration pattern and stepped parapet featuring tripartite geometric mouldings with fin-like projections that extend above the parapet.
- *W Goetz & Sons Ltd Complex (Former)*, 136 Hall Street, Spotswood (HO139) – this is a large factory complex with brick administration building designed in the Moderne style during the late Interwar period, circa 1939. The lower part/dado of the

walls is manganese brick, while the upper part is in contrasting cream brick with dog toothed corbels to the parapet. The central band of metal-framed windows have a concrete lintel which contributes to the overall horizontal emphases of the design. The entry bay is centrally located and features fins, quoining and a frieze. Overall, it is more decorative than the *Glassmaking Plant*.

There is only one other key Postwar example currently included in the Schedule to the Heritage Overlay, with another proposed as part of this Study, although the latter is smaller and designed in a Functionalist mode rather than being indicative of the International Style:

- *BP Australia Complex and Canary Island Palm Tree*, 431 Douglas Parade, Spotswood (HO89) – consists of the blending tower, warehouse and office complex constructed in 1959. The front two-storey administration building has cuboid form in cream brick with large areas of continuous glazing with spandrels. The landmark tower has a fully glazed façade, with the long north wall clad mainly in metal sheeting. Other buildings set further back are also cream brick with minimal openings. This complex dates to a specific time rather than being the result of evolution. The design is also broadly indicative of the International Style.
- *Baco Foods, Craig Street, Spotswood* (recommended for a HO by this Study) – a single-storey Functionalist style administration and factory building, constructed in 1948, consisting of two hipped-roof sections concealed behind masonry façades, both clad in corrugated sheet metal. The verticality of the entry bay is juxtaposed with the general horizontal emphasis established by the band of windows, which is further enhanced by the ribbed panels between the regular fenestration pattern of the administrative section.
- Administration Building, Part of the *Standard Vacuum Refining Company Complex (Former)*, 351- 381 Millers Road, Altona (HO202) – designed by Stephenson & Turner in circa 1955, representative modernist design but had been altered and since demolished.

Previous Assessment

- Sections of the recommended *AGM Factory Complex (former)* were previously within the non-contiguous boundaries of the *Melbourne Glass Bottle Works (former)* listing (HO46). Some of the buildings associated with the latter have been demolished, including a former gabled shed that fronted Hudson Road in the west, a chimney (or similar structure) located in the block bounded by Booker and Raleigh streets, Simcock Avenue, and Hudson Road, and a small gatehouse that fronted Booker Street. These removed elements have been excised from the revised for the boundary of the *AGM Factory Complex (former)*.¹⁹

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or fences	No
Prohibited Use	No
Aboriginal Place	No

¹⁹ Refer to RBA Architects + Conservation Consultants, *Spotswood Activity Centre Structure Plan Heritage Review 2021*, October 2021, section 5.2

Extent of Heritage Overlay

The proposed extent of the heritage overlay (HO46) is outlined approximately below.



Recommended extent of heritage overlay – north is frame right
NB - shaded red relates to the existing extent of HO46
(Source: Nearmap, October 2021)

Shops - 87-89 Hudsons Road, Spotswood

Address	87-89 Hudsons Road, Spotswood
Significance	Local
Style & Type	Victorian shops and residences
Significant Dates	Circa 1890
Designer	Unknown
Builder	Unknown



Statement of Significance

What is Significant?

The building at 87-89 Hudsons Road, Spotswood with shops at street level and residences above. The elements of significance primarily relate to the external form, rendered finish to the front part of the building, and original fenestration pattern. The Interwar period shopfronts are also significant elements.

How is it Significant?

The building at 87-89 Hudsons Road, Spotswood is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically the building at 87-89 Hudsons Road, Spotswood is one of the earliest shops in the area and represents the first phase of development in Spotswood along with the early houses to the south end of Hope Street (HO151 & HO152) and the Spottiswoode Hotel (HO154). It was part of an optimistic phase of development associated with the establishment of industries in the area and the opening of the local railway station during the late nineteenth century. (Criterion A)

The two-storey building at 87-89 Hudsons Road is of aesthetic significance for being a mostly intact late 19th century shop and residence development in a broadly Italianate manner. The late Victorian period building is a good example of its type and addresses its corner location with classical detailing (parapet, pilasters, windows settings and panelled band below) of the rendered façade and east elevation. It is one of only a few early brick buildings in the area and also retains its Interwar period shopfronts largely intact. (Criterion E)

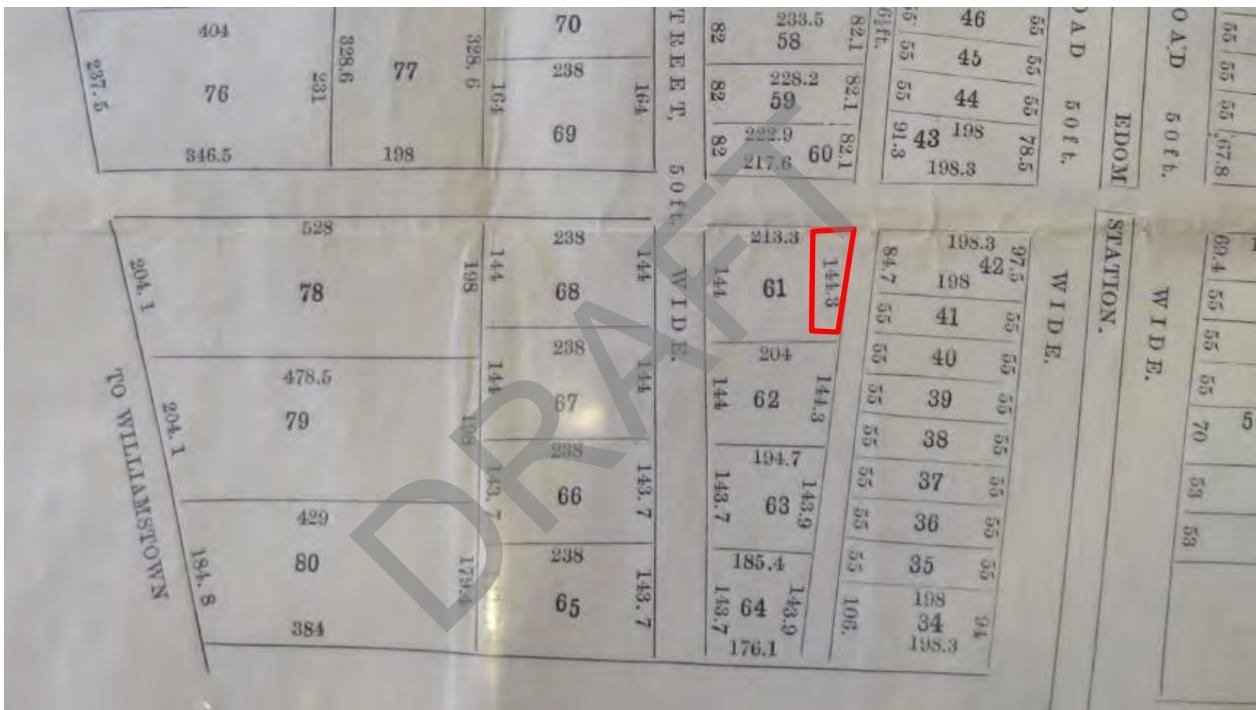
History

Historical background

The subject site was part of a large allotment (119 acres) which extended from the Yarra River to Melbourne Road.¹ This holding was initially purchased during the early 1840s by John Stewart Spotswood who began a dairy farm.² Following Spotswood, other owners of this large allotment included Thomas Bent (in partnership with others) as well as Henry, Robert and William Hudson of Hudson Bros, Sydney.³ Subsequently, the allotment was acquired by the Spottiswoode Estate Company which was set up to purchase the land owned by the Hudson brothers.⁴ Each of these owners gradually subdivided land, beginning in the vicinity of the railway line. Isolated groups of houses were constructed close to the railway station which opened as Edom in 1878. Groups of houses were erected in Hope Street, McLister Street and Craig Street. Shops were gradually erected on Hudsons Road in the vicinity of the railway station and the earliest houses.⁵

Specific history

The site for the two shops was subdivided by the Spottiswoode Estate Company in April 1890.⁶ An easement at the rear (south) of the allotment was created three months after the subdivision suggesting that the shops and residences were constructed at about this time. In that same month, tenders were advertised for newels and handrails (for stairs) for two shops at Spottiswoode by Massey contractors, which probably relates to the subject site.⁷



Spottiswoode Estate, showing the approximate extent of subject site in relation to the subdivision (Source: SLV)

The shops and residences were not owner occupied and were probably speculative development. During the first 60 years the shops were usually let to butchers or green grocers. These businesses do not appear to have been very successful with each occupier from the late 19th to early 20th century remaining at the site for no more than a few years.⁸

¹ Cut Paw-Paw Parish Plan C345 (19) – Lot 16 of portion 7

² *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12;

³ Certificate of Title, Volume 998, Folio 593 and Volume 1511, Folio 188

⁴ 'The Spottiswoode Estate Company', *The Age*, 14 November 1893, p7

⁵ *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12

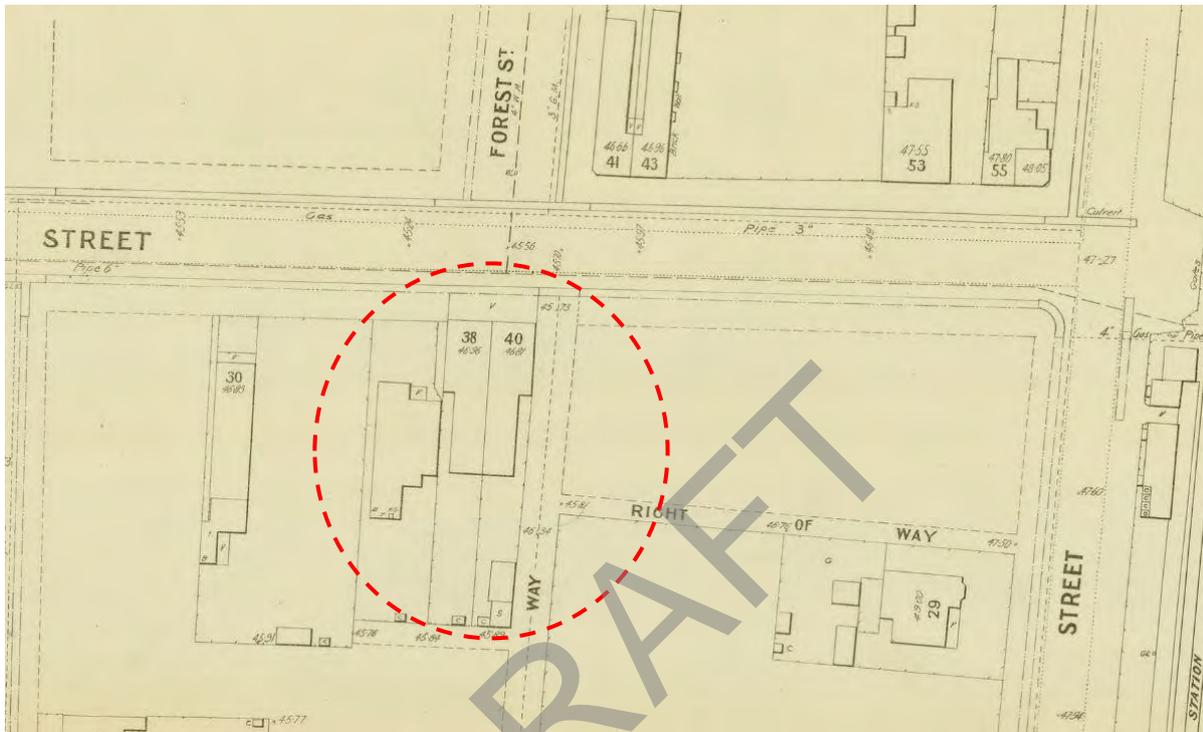
⁶ Certificate of Title, Volume 2260, Folio 962

⁷ *The Age*, 23 July 1890, p7. The shops at 87-89 are the only known two storey shops which were constructed in Spotswood at this time. On the same day, Massey also sought tenders for tuckpointing and cleaning stones for two shops at Spottiswoode near the station.

⁸ Sands and McDougall Melbourne Directory, 1895, 1900-1903, 1906, 1911, 1927

One of the first occupiers of the building appears to have been John Corbett, a green grocer who is listed in the Sands and McDougalls directory from 1895. The shop and residence to the corner of Edith Street appears to have been vacant until about 1900. At this time, the site including both shops, was transferred to John Jobson from the Spottiswoode Estate.⁹

The footprint of the extant shops with verandah, as well as stables and closet to the rear boundary, are evident in the detail of a 1904 MMBW plan reproduced below. The plan depicts Hudsons Road between Robert and Hope Street and the limited development that had occurred in the vicinity by this time.



The largely undeveloped Hudsons Road in 1904 with subject shops circled/
(Source: MMBW detail plan 114)

The two shops were subdivided in 1915 when the corner allotment was purchased by Lois Annie Tipping.¹⁰ Around this time, Digney and Guest Butchers, purchased and moved into the western shop. Digney and Guest were one of the longest surviving tenants and previously owned a shop and residence at 15-17 Mason Road, Newport.¹¹ These butchers remained at their Hudson Road premises for approximately 30 years, until 1944 when the western allotment was sold.¹²

⁹ Certificate of Title, Volume 2804, Folio 622

¹⁰ Certificate of Title, Volume 4043, Folio 481

¹¹ *Hobsons Bay Heritage Study*, Volume 3 – Heritage Precinct and Place Citations, HO179 15-17 Mason Street, Newport

¹² *Argus*, 27 November 1944, p14

The original/early two storey verandah to Hudsons Road survived at least most way through the Interwar period, as it is evident in the 1930 photograph reproduced below. There had been limited development on this section of Hudsons Road by this time, although some commercial buildings are evident.



Hudson Road in 1930, the verandah is indicated
(Source: SLV,H29860 - Aerial View of MMBW pumping station at Spotswood, Shar-Ross Aviator)

Several lots in the commercial strip on Hudsons Road remained undeveloped in 1945 as captured on the following aerial. The early stables/closet to the rear of the subject shops are evident.



Hudsons Road between the railway line and Robert Street in 1945. Subject buildings are circled.
(Source: Melbourne and Metropolitan Area Project, Run 21, Frame 58566)

Description

The two storey building - shops with residences above - at 87 and 89 Hudsons Road, were designed during the Late Victorian period in a broadly Italianate manner. The masonry building consists of a decorative front section and plainer rear wing.



Hudsons Road facade

The plan of the building is typical of paired Victorian premises having a rear section which is narrower than the front (the rear part is setback from the side boundaries). The front rendered part is built to the both the front and side boundaries and address its corner location with decorative elevations to both Hudsons Road and Edith Lane. The rear part is plainer and is face brick (now painted) with a low pitch gable roof. Both the front and rear parts have timber double hung sash windows (probably replaced) to original segmental arched openings.



Upper part of Hudsons Road facade

The front part has a rendered parapet to the north and east elevations which obscures the skillion roofs clad in corrugated sheet metal. This part is intact to the rendered area. There are tooled lines to the façade and east elevation (facing Hudsons Road and Edith Lane). These lines remain clearly defined and the original rendered finish could be partly intact below the extant coloured wash. Original window openings to this part have rendered architraves with a keystone incised with a decorative motif.

The upper-level features rendered pilasters with Corinthian like capitals and straight parapet with broad entablature with plain frieze and dentilated cornice. It is likely that some decorative elements, possibly orbs or urns, have been removed from the parapet (above each pilaster). At the base of the upper level is a secondary frieze with decorative panels beneath each window.

Pilasters to the ground level have Tuscan order capitals. These are partly obscured by the creeper on the eastern side. Window openings to the ground level facing Edith Lane have been infilled though still retain the decorative rendered architrave. A low basalt plinth remains to the east elevation.



Upper part of Edith Lane elevation

The rear parts are a conjoined pair of face red brick wings (overpainted). They retain the likely original pattern of openings to both the ground and first floor.



Rear wing (east elevation)

Original rendered pilasters remain to the end walls of the shopfronts. Both shopfronts likely date to the Interwar period and retain their recessed entry, tiles to the stallboards, etc (green and black to no. 87 and pink to no. 89), and highlight windows (both painted over). The timber-framed doors with large pane entry are original as are the floor tiles to the entry of the west shop (no.89), though they have been replaced to the east shop (no. 87).



Shopfronts to Hudsons Road

The cantilevered awning dates to the mid-20th century, replacing the original single storey verandah to Hudsons Road.¹³ Its soffit is lined with ribbed metal sheeting.

External Integrity and Condition

Integrity – Good, including shopfronts. *Condition* - Good

Context

The building at 87-89 Hudson Road is an early building within the Hudson Road commercial street which is located close to the railway station and predominantly dates from the Interwar and mid-20th century. Related buildings include the Spottiswoode Hotel which is located on the eastern side of the railway line.

Comparative Analysis

The building at 87-89 Hudsons Road is one of the oldest shops in Spotswood and compares well to other Victorian period commercial buildings in the municipality. In Spotswood it is comparable to:

- The two storey Spottiswoode Hotel (HO154) which was constructed in 1888. This building is a rendered two storey in the Italian Renaissance Revival style, sited on a nearby corner close to the Spotswood Railway Station.

It is the only building in Spotswood which consists of shops at ground level with residences above and compares to other buildings of this type elsewhere in the municipality, i.e. Newport and Williamstown. This includes:

- The 1890 C J Polin designed shop and residence at 15-17 Mason Street, Newport (HO179). This place is identified as superior example of a Victorian Italianate shop constructed in masonry and brick with a highly detailed nineteenth century cemented facade. Unlike the shops on Hudsons Road, it is single fronted while the shops are double fronted.
- The row of four shops and residences at 209-215 Nelson Place, Williamstown (part of HO21).

¹³

The single storey verandah is shown in a 1930 aerial view of the MMBW pumping station at Spotswood – held by the State Library of Victorian, H29860

Stylistically, it is similar to the circa 1890 shop and residence at 21 Ferguson Street, Williamstown (part of HO7) which has similar decorative details.

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- 4. Building settlements, towns and cities
 - 4.6 Retail Centres

Recommendations

Statutory protection

It is recommended that the two shops and residences at 87-89 be included in the Schedule to the Heritage Overlay in the Hobsons Bay Planning Scheme.

Management objectives

Maintain and conserve significant elements. Reinstate original colour scheme to rendered elements. Retain shopfront format including recessed entries and original pilasters. Where possible, new services (such as air-conditioning units) should be positioned in discrete locations and all redundant services should be removed, repairing the original fabric as required.

Alterations should be sympathetic in terms of scale, height, form, materials and detailing. It is not necessary to reproduce original detailing, rather a simplified, interpretive approach is recommended.

DRAFT

Spotswood State School No. 3659

Address	598 Melbourne Road, Spotswood
Significance	Local
Style & Type	Federation School
Significant Dates	1914, 1929
Designer	Public Works Department
Builder	F E Shillabeer



Statement of Significance

What is Significant?

The main school building, especially the original 1914 section which forms the north, south and west sides of the courtyard. The 1929 addition adjoining the east of the original section is also of significance as is the 1929 **caretakers' cottage located to the south-west corner**. The Bristol building is contributory.

How is it Significant?

The Spotswood State School No. 3659 is of historic, social and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

The Spotswood State School is historically significant as the first purpose-built school in Spotswood. The school is one of few surviving public buildings in the Spotswood area. It was constructed at a time when the population of Spotswood rapidly increased due to the establishment of industries in the area. The later 1929 addition and **caretaker's** cottage as well as the surviving Bristol prefabricated unit reflect the rapid growth which continued in the area during the mid-20th century. (Criterion A)

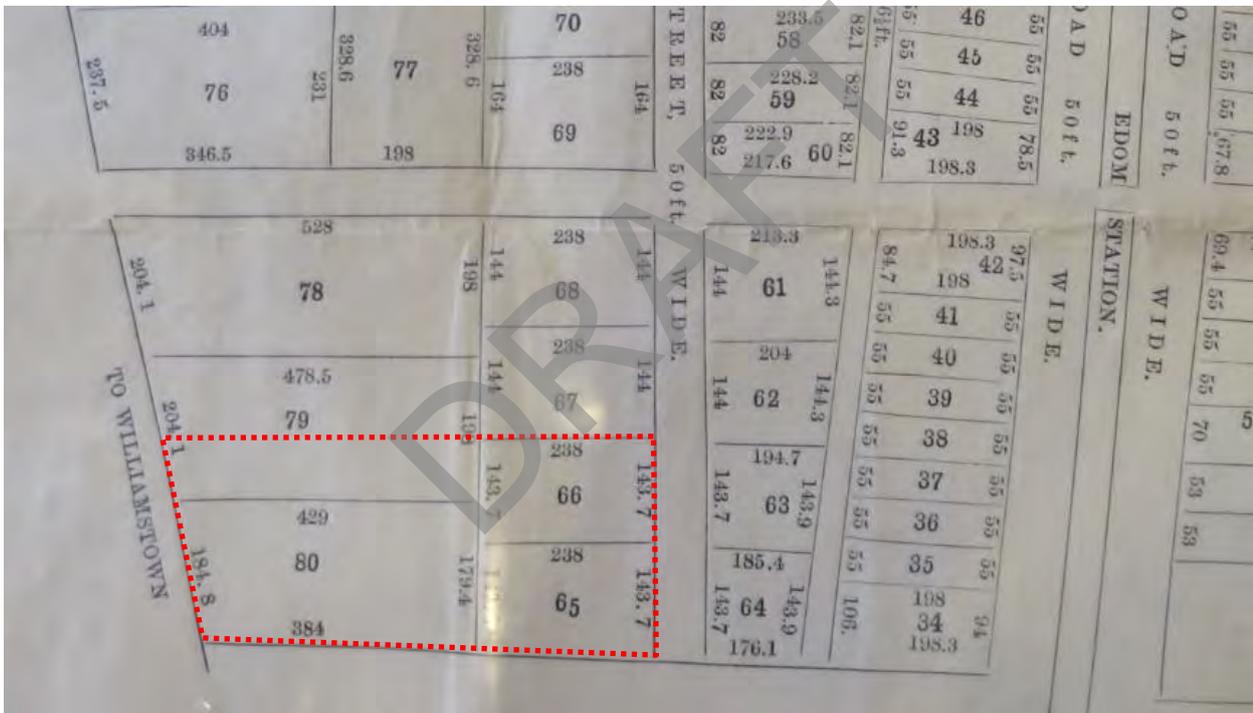
Socially, the Spotswood State School is significant for its strong connections with the Spotswood community as the main place of learning for over 100 years. Both the establishment of a school in Spotswood and the construction of the purpose-built school were a result of the local community partitioning the government of the time. (Criterion G)

The Spotswood State School is of aesthetic significance for being a relatively intact example of a modest Federation period school designed by the Public Works Department during the early 20th century. The courtyard plan of the original section as well as the banks of four large multi-pane windows were common features of schools of this period and reflect the concern at the time for a better, more hygienic school environment. The original material palette of red brick and roughcast render along with the pressed cement sign to the façade and prominent hipped and gable roof are characteristic of school buildings of the period. The design is distinguished by the relatively blank façade to Melbourne Road. The 1929 additions adopt the details of the original part reflecting the standard approach for additions to school buildings at the time. The **1929 caretaker's cottage is also an important part of the school complex and is a largely intact example of an Interwar period house.** (Criterion E)

History

Area

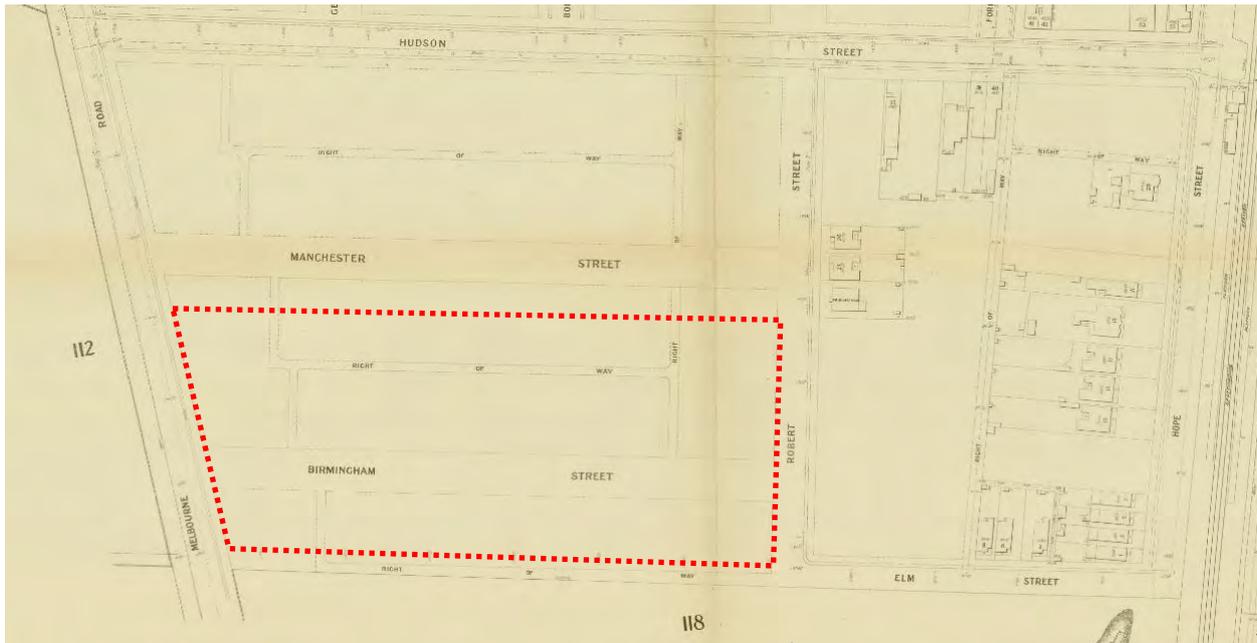
The subject site was part of a large allotment (119 acres) which extended from the Yarra River to Melbourne Road.¹ This holding was initially purchased during the early 1840s by John Stewart Spotswood who began a dairy farm.² Following John Spotswood, other owners of this land included Thomas Bent (in partnership with others) as well as Henry, Robert and William Hudson of Hudson Bros, Sydney.³ Subsequently, the land was acquired by the Spottiswoode Estate Company which was set up to purchase the land owned by the Hudsons brothers.⁴ Each of these owners gradually subdivided the land, beginning in the vicinity of the railway line. Isolated groups of houses were constructed close to the railway station which opened as Edom in 1878.⁵



Spottiswoode Estate, showing the approximate extent of school site in relation to the subdivision (Source: SLV)

By 1904, another subdivision had been created in this part of Spotswood but remained undeveloped. In the vicinity of the station, groups of houses however had been erected in Hope and Robert streets.⁶

1 Cut Paw-Paw Parish Plan C345 (19) – Lot 16 of portion 7
 2 *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12
 3 Certificate of Title, Volume 998, Folio 593 and Volume 1511, Folio 188
 4 'The Spottiswoode Estate Company', *The Age*, 14 November 1893, p7
 5 *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12
 6 MMBW detail plan no. 100, 1904, State Library of Victoria



MMBW no 114 (1904), showing approximate extent of school site in relation to the contemporary subdivision (Source: SLV)

Site Specific

During the 1890s, the need for a local school increased as Spotswood grew due to the establishment of industries in the area. At the time, the closest state school in Newport was full and most children living in Spotswood had to walk to the Yarraville State School.

In 1909, Spotswood residents signed a petition, with the help of their Local Member of Parliament John Lemmon, for the Victorian Government to build a state school in the area.⁷ As a result permission was given for a school to begin in the local Free **Gardener's Hall**, a leased building in Robert Street. The School opened on 18 July 1910 as an adjunct to the Williamstown State School (No. 1183).⁸

From the outset there was insufficient space for the school as **the Free Gardener's Hall** was only able to accommodate Grades 1, 2 and 3. Subsequently, the Local Member and local residents, assisted by the City of Williamstown Councillor William McNeillage, continued to press for a purpose-built school for all primary-aged children. Five acres of land between Robert Street and Melbourne Road was purchased for the purpose of erecting a school in 1912 for £550.⁹

The following year, the Education Department authorised the construction of a new school building.¹⁰ This building was designed by the Public Works Department, under Chief Architect George William Watson, and consisted of **five classrooms, a teacher's room, Masters Room and cloakrooms**. Like most schools constructed after 1904, two of the classrooms (those to the west) were separated by operable doors and could be opened up into one large room.¹¹ This building was intended as the first portion of the proposed new school site and was designed on the quadrangle plan which was considered to be the most up to date method at the time.

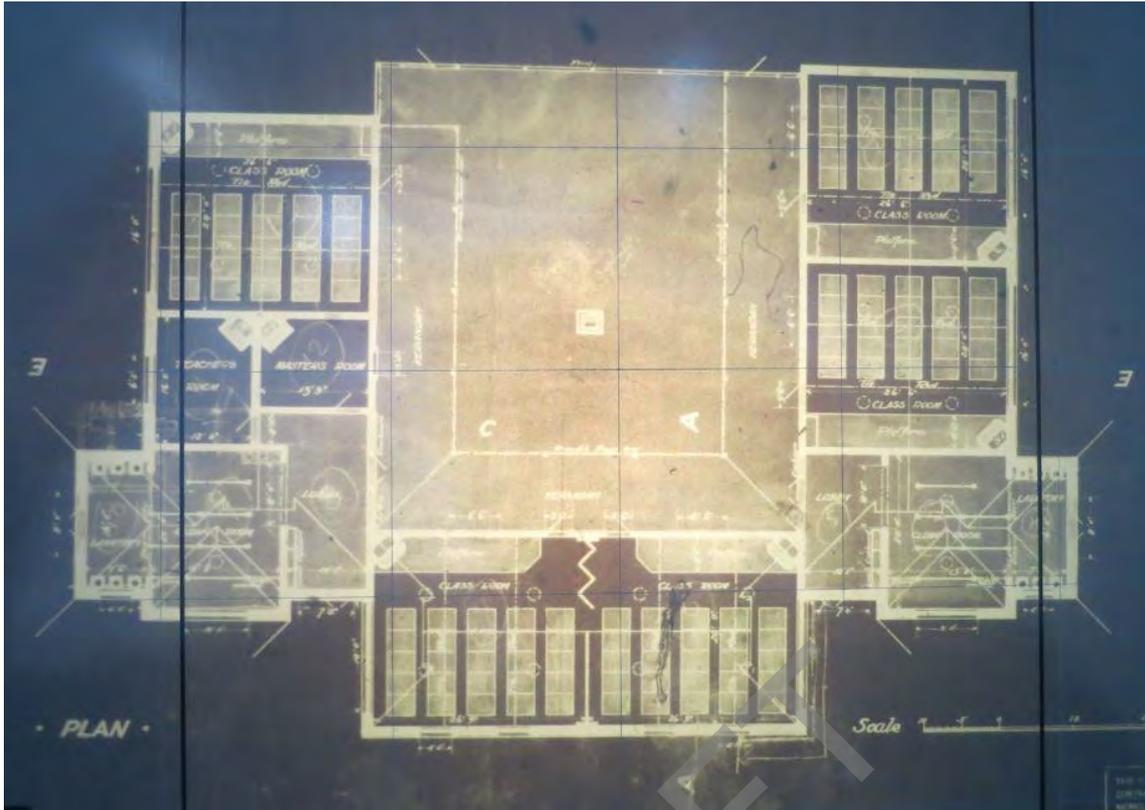
⁷ Helen Penrose, *Lessons in community: Spotswood Primary School 1910-2010*, Spotswood, 2010, pp1-3

⁸ L J Blake (ed), *Vision and Realisation: a centenary history of State Education in Victoria*, vol. 3, Melbourne 1973, p20

⁹ H Penrose, *Lessons in community: Spotswood Primary School 1910-2010*, p3

¹⁰ *Williamstown Chronicle*, 12 July 1913, p2

¹¹ Laurie Burchell, *Halls for Learning: Infant School Architecture in Victoria 1900-1939*, Moreland City Council, Moreland, 1999, p34



Undated plan showing the original extent of the school buildings
(Source: PWD (BSA) drawings, PROV, SS14833)

The building was constructed by Mr F E Shillabeer of Footscray for £2968.¹² These builders were responsible for many substantial buildings in the Melbourne area during the early 20th century and were prolific contractors for the Victorian railways constructing stations such as Williamstown (1900), Williamstown Beach (1900) and Spotswood (1912).¹³

The classrooms at the Melbourne Road school were first occupied by the school's 145 pupils on 3 July 1914. Three days later, the Spotswood State School officially separated from the Williamstown State School.¹⁴

¹² Accepted tender price. 'State Schools, New Building For Spotswood', *The Age*, 3 September 1913, p14

¹³ Victorian Heritage Database

¹⁴ L J Blake (ed), *Vision and Realisation*, vol. 3, p20



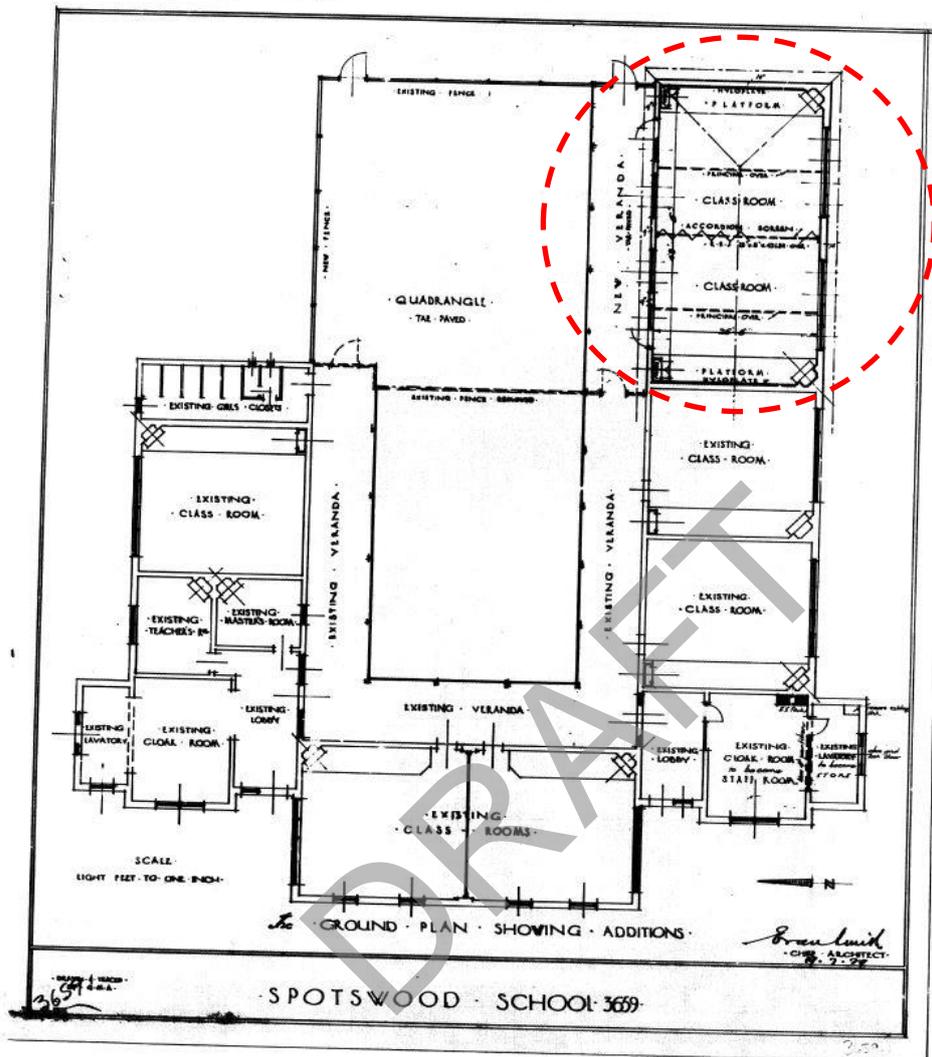
Spotswood State School, Melbourne Rd, Spotswood (circa 1940?)
(Source: State Library of Victoria H29316)

By the mid-1920s, more classrooms were required to accommodate Spotswood's growing population, which increased as a result of the expansion of industrial activity in the area. In 1927, there were 104 children in grades 1 and 2 which shared a single room.¹⁵ In 1928, with enrolment continuing to grow, the local member then Minister for Education John Lemnon approved the construction of two additional classrooms divided by an accordion screen as well as a caretakers' cottage. It was common practice at this time to provide on-site/nearby accommodation for a school caretaker. Both the classrooms and caretakers' cottage were designed by the Public Works Department under Chief Architect E Evan Smith.¹⁶

¹⁵ H Penrose, *Lessons in community: Spotswood Primary School 1910-2010*, p7

¹⁶ PWD (BSA) drawings, PROV, SSO36595

Two years later, in June 1930, the new facilities were officially opened by the Minister.¹⁷ The new classrooms adjoined the eastern end of the southern wing and were completed in the same style as the original, which was a common approach with school buildings.



Original drawings dated 1928 with the additional classrooms highlighted (Source: PWD (BSA) drawings, PROV, SSO3659.1)

17

PROV, VPRS 795/P0/Unit 2829 Building Files: Primary Schools, 3659 Spotswood

Between the end of World War Two and the mid-1950, enrolments at the school tripled. To deal with overcrowded classrooms, the Education Department promised to provide a Bristol prefabricated classroom in 1951. This unit, consisting of two classrooms, did not arrive until the following year and was not enough to relieve overcrowding. This building was one of many Bristol classrooms that were erected across the state during this period. These aluminium buildings were manufactured by the Bristol Aeroplane Company, based in England, who for a few years produced prefabricated buildings.¹⁸ The Bristol building at Spotswood is a Mark 1A type which is distinguished from a Mark 1 type by the lack of vertical sunbaffles to the elevations.¹⁹

The school site is shown on the 1945 aerial photograph reproduced below, a few years before the prefabricated Bristol Classroom was erected.



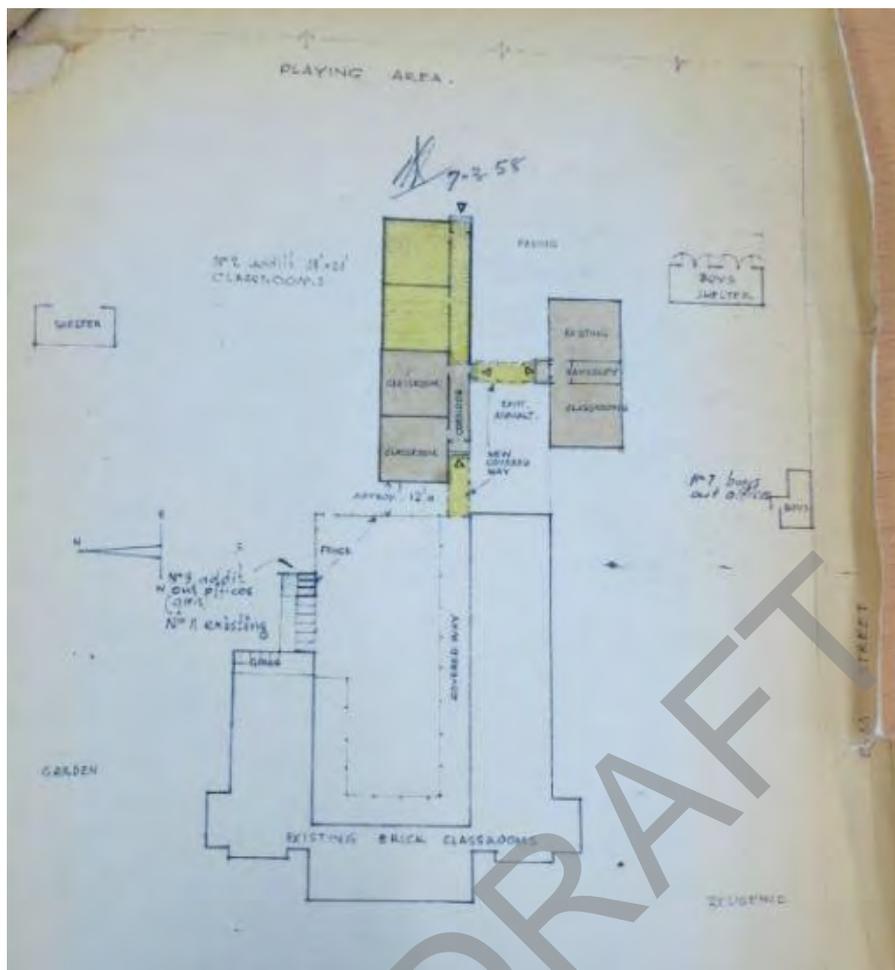
School site in 1945, Melbourne Road is to the left of the image.

(Source: Melbourne and Metropolitan Area Project, Run 21, Frame 58566, Landata)

¹⁸ M Lewis, Research Database, p33.10

¹⁹ D Cassidy, 'Report on the Historic, Architectural or Industrial Historic Importance of the Bristol Classrooms and the adjacent Brick Classrooms at the former State School 4180, Everard St Ringwood East, 1994, p9

With enrolment continuing to increase, two timber classrooms were erected in 1955 to the east of the rick buildings. This was followed by an additional two classrooms in 1958,²⁰ which are shown coloured yellow on the site plan below.



1958 plan showing location of additional classrooms in yellow, Melbourne Road is to the bottom of the image (Source: VPRS8796 P1 U72)

During the late 1970s, a request was made by the school principal for a portable classroom due to continued accommodation difficulties. Additional space was not provided until the 1980s when a new canteen and multipurpose hall were constructed.²¹

²⁰ L J Blake (ed), *Vision and Realisation*, vol. 3, p20

²¹ H Penrose, *Lessons in community: Spotswood Primary School 1910-2010*, p11

Description

The school buildings are located on the western part of the site - bound by Melbourne Road (west), Reed Street (north), Robert Street (east), and McLister Street (south) - with a large open area to the east. The original Federation period school building faces Melbourne Road with later buildings and additions primarily located to its east. The 1929 **caretaker's cottage is located in the south-west corner of the school site and also faces Melbourne Road.**

The main school building

The main school building was constructed in two stages: 1914 and 1929. Typical of school buildings of the period, it is constructed of red brick with a prominent hipped and gable roof. The roof is now clad in modern corrugated metal sheeting, replacing the original terracotta tiles with decorative ridge capping and finials. The main building has tall red brick chimneys with roughcast rendered caps and the original section has ventilating gambrels. Original metal vents to the roof have been removed.



Intersection of western and southern wing of original section

The original section is 'U' shaped in plan with a central courtyard bound by buildings on the north, south and west sides. This section is symmetrical to the front (west) and has a largely blank façade. The **original 'Spotswood State School No. 3659'** pressed cement sign is located centrally to the façade.

Original openings are timber framed and multi-paned. Windows to the north and south side consist of banks of four original double hung sashes with a toplight. Windows to the 1929 part are distinguished from the original section by the addition of vertical glazing bars to the toplights. Windows to the western façade are smaller highlight windows and those to the central part have been replaced with a modern aluminium type. All windows have rendered sills. The original door opening with multi-paned highlight and sidelight remains to the western side of the southern building, but has been removed from the northern building.



Southern wing. The rightmost bays are identifiable as the 1929 additions by the horizontal glazing bars to the toplight

The caretaker's cottage

The 1929 **caretaker's cottage** is a timber-framed building clad in weatherboards to the dado and roughcast sheeting above. It has a hipped roof clad in terracotta tiles and original timber boxed framed windows with multi-paned upper sashes. There is a timber porch to the front which is partially enclosed by a low wall. A later ramp has been installed to the front.



Caretakers cottage

Other buildings

Other buildings located at the site include the double Bristol unit facing McLister Street as well as several later classrooms to the east of the original building.



Double Bristol unit building facing McLister Street

External Integrity and Condition

Integrity – Good. Condition - Good

Context

The Spotswood State School is situated in a mostly residential area. It is located opposite predominantly Interwar housing to Melbourne Road and Reed Street, as well as mix of housing to Robert Street. The opposite side of McLister Street is a redevelopment site and there are various industries located beyond.

Comparative Analysis

The Spotswood State School is a largely intact Federation period school which is representative of other schools constructed in Victoria at this time. Whilst the Spotswood school lacks the decorative ventilating turrets of other schools, it is typical of school buildings of this period by way of its red brick walls, its prominent hipped and gable roof which was originally clad in terracotta tiles and its layout where classrooms were positioned around a quadrangle or hall. Other features which were typical of schools of this period, such as banks of four large windows, were a result of the new-found concern for a better, more hygienic school environment.²²

In regards to other school buildings constructed during the Federation period in the Municipality, the only direct comparison is the infants building at Williamstown Primary School which was built in 1907. Most other schools in the Municipality date to the Victorian period (such as the original Williamstown Primary School) or Interwar period (e.g. Altona Public School).

Like the Spotswood State School, the Williamstown infants building has a character consistent with other schools of the period aside from its unusual slate roof. Instead of the open quadrangle at the centre of the Spotswood State School, the infants building at Williamstown like most infants schools, has classrooms positioned around a centrally located hall.

²²

Laurie Burchell, *Halls for Learning: Infant School Architecture in Victoria 1900-1939*, Moreland City Council, Moreland, 1999.

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- 7 Educating
 - 7.3 Schools

Associations

George William Watson (Public Works Department)

Recommendations

Statutory protection

It is recommended that the Spotswood State School, excluding the sportsground to the eastern half of the allotment, be included in the Schedule to the Heritage Overlay in the Hobsons Bay Planning Scheme.

Management objectives

Maintain and conserve significant elements. Retain face brick exterior and render finish to chimney caps (do not paint/render). Paint to rendered sills would preferably be removed.

Reinstate original features wherever possible. For example terracotta roof tiles and timber framed windows to the west elevation.

Additions and alterations should be sympathetic in terms of scale, form, materials and detailing. Although the 1929 additions maintained the same detailing as the original, it would not be necessary for new additions to reproduce original detailing. Instead, a simplified, interpretive approach is recommended.

DRAFT

Australian Glass Manufacturers' Housing Heritage Precinct

Address	Bernard and Robb streets, Spotswood
Significance	Local
Style & Type	Heritage precinct
Significant Dates	Circa 1954
Designer	Buchan, Laird and Buchan
Builder	Unknown



Type 1



Type 3



Type 2



Type 1

Statement of Significance

What is Significant?

The extant timber-framed residences to the west side of Bernard Street and the east side of Robb Street which were erected as workers housing for Australian Glass Manufacturers and were designed by the noted architectural firm Buchan, Laird and Buchan. Significant elements included the original tile clad (variegated terracotta or concrete) gable roofs, cream brick chimneys, timber-framed windows, and entry porches.

The contributory places are:

- Bernard Street (odd) 3, 5, 7, 11, 13, 19, 21

- Robb Street (even) 2, 4, 18, 24, 26

How is it Significant?

The **Australian Glass Manufacturers' Housing Heritage** Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically the houses constructed by Australian Glass Manufacturers in the precinct are significant as purpose-built workers housing that were erected at a time when the company was undergoing rapid expansion. Australian Glass Manufacturers, initially known as Melbourne Glass Bottle Works Co Ltd and now Australian Consolidated Industries (ACI), was one of the first major industries to locate in the area and is the oldest operating industrial complex in the Municipality. It was a major source of employment in Spotswood area, and the houses, located opposite the factory, are illustrative of the facilities provided by the company for its workers. The close proximity of the housing allowed workers to quickly attend to unexpected issues including machinery breakdowns and staffing shortfalls. Designed by Buchan, Laird and Buchan architects who were interested in good quality housing, the group of houses is an unusual example of company-sponsored housing in the Municipality. (Criterion A and B)

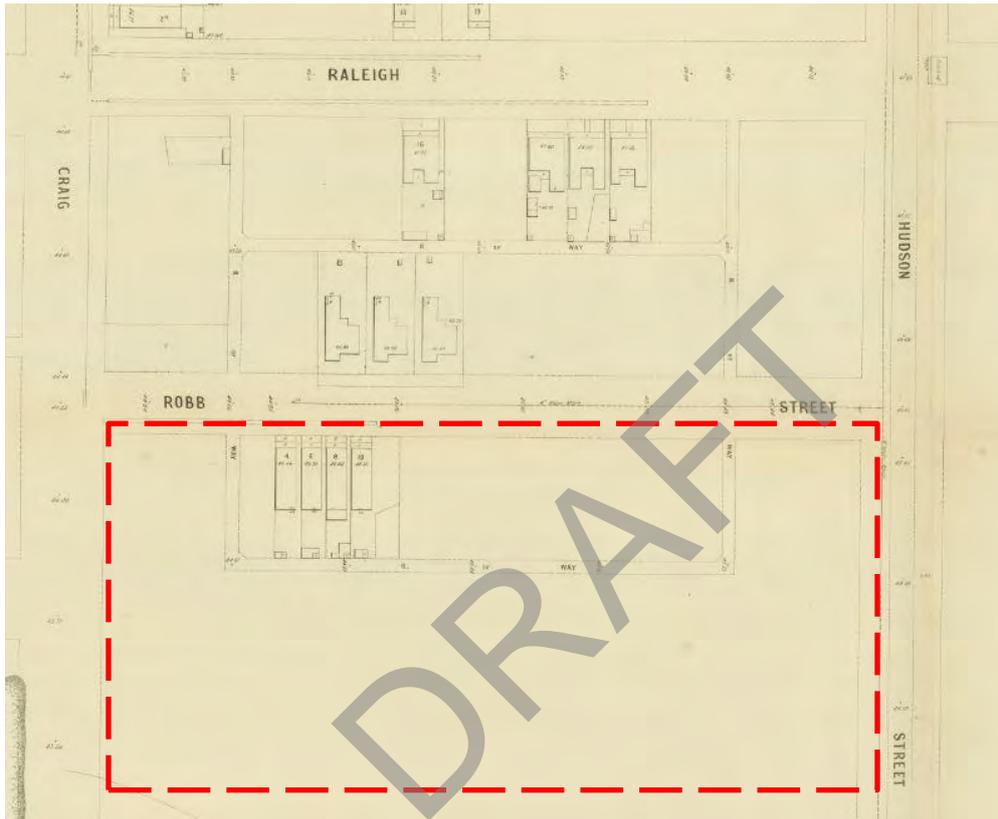
The single storey dwellings are of aesthetic significance as a cohesive group of houses designed by noted architects Buchan, Laird and Buchan. Consisting of three different designs which are largely distinguished by their roof form and plan, the houses are unified by their scale, material palette and detailing. The relatively modest timber houses are evocative of their construction period, consisting of intersecting masses and incorporating large windows, recessed porches and cream brick chimneys. Whilst there are other similar low-cost workers housing groups in the Municipality, they are mostly constructed of brick or concrete and date to the 1940s rather than the 1950s. (Criterion D)

DRAFT

History

Historical background

The subject site was part of a large allotment (119 acres) which extended from the Yarra River to Melbourne Road.¹ This holding was initially purchased during the early 1840s by John Stewart Spotswood who began a dairy farm.² Following John Spotswood, other owners of this land included Thomas Bent (in partnership with others) as well as Henry, Robert and William Hudson of Hudson Bros, Sydney.³ Subsequently, the allotment was acquired by the Spottiswoode Estate Company which was set up to purchase the land owned by the Hudsons brothers.⁴ Each of these owners gradually subdivided the land, beginning in the vicinity of the railway line. Isolated groups of houses were constructed close to the railway station which opened as Edom in 1878.⁵ By 1904, groups of houses had been erected in Craig, Raleigh and Robb streets.⁶

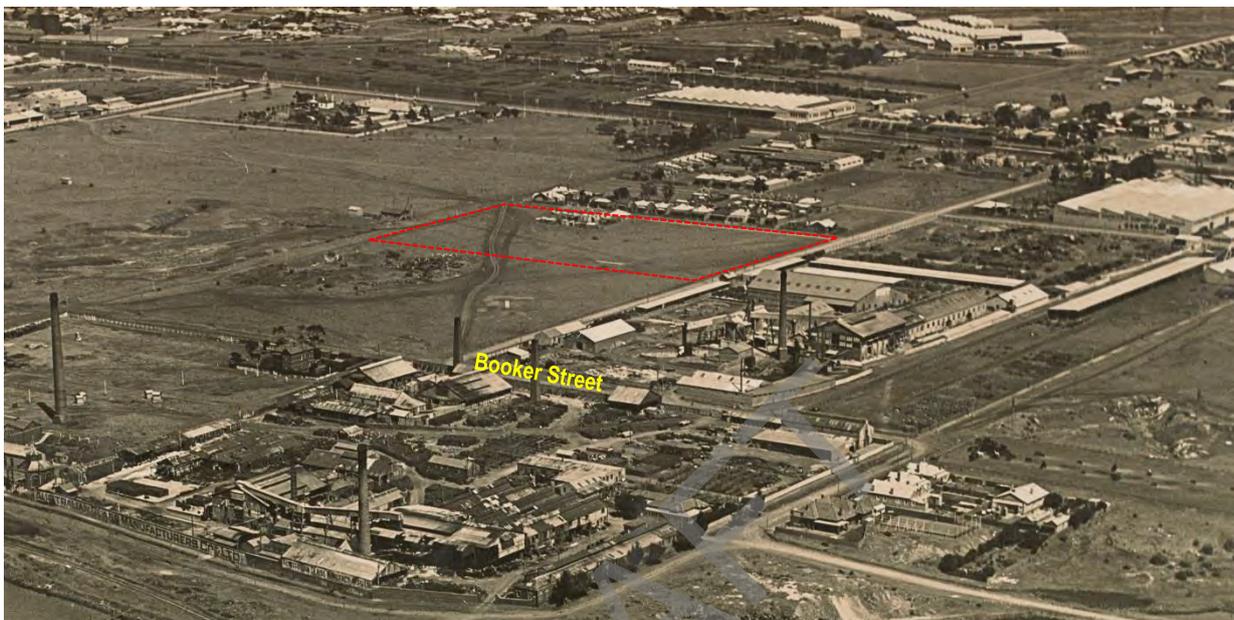


Robb Street in 1904 with some limited development. The approximate extent of the precinct is indicated (Source: MMBW detail plan no. 100, SLV)

- 1 Cut Paw-Paw Parish Plan C345 (19) – Lot 16 of portion 7
- 2 *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12
- 3 Certificate of Title, Volume 998, Folio 593 and Volume 1511, Folio 188
- 4 **'The Spottiswoode Estate Company'**, *The Age*, 14 November 1893, p7
- 5 *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12
- 6 MMBW detail plan no. 100, 1904, State Library of Victoria

Specific history

The Melbourne Glass Bottle Works was formed in 1872 and commenced operations the following year in South Melbourne. In 1890, at time when other industries were moving to the area, the company acquired 12 acres fronting the Yarra River in Spotswood (north of where the pumping station is now located) for the manufacture of large and small glass bottles.⁷ The factory & furnaces were set up close to the river, east of Booker Street. By the 1920s, the company, then named Australian Glass Manufacturing Co. Ltd, had also began to develop land to the west of Booker Street. The rapidly expanding company, which grew to include manufacturers in other states, was said to produce a greater variety of glassware than any other in the world.⁸



'Aerial view of the MMBW pumping station at Spotswood [...] and Australian Glass Manufacturers' (C D Pratt, 1930)

The approximate location of the houses constructed for Australian Glass Manufacturers is indicated.

(Source: State Library Victoria, H29860)

An aerial photograph from 1930 shows the Australian Glass Manufacturers plant located either side of Booker Street. By 1945, additional factories had been erected further to the west, opposite the northern end of Robb Street and what is now Bernard Street. At this time, much of the block bound by Raleigh Street, Robb Street, Hudsons Road and Craig Street was occupied by residences, though the land immediately to the east of Robb Street remained vacant except for four Victorian period houses and an additional Federation period dwelling.⁹

⁷ David Moloney, *A History of the Melbourne Glass Bottle Works Site: Including its Industrial Context in Spotswood, Victoria*, Museum Victoria, 2012, pp 11-23

⁸ Graeme Butler & Associates, *Altona Laverton and Newport Heritage Study*, 2000, Stage 2, Volume 1, p433

⁹ Photo-map Melbourne 848 B4A, 1945, Melbourne University

The location of the estate is outlined in the 1945 aerial reproduced below. There had been limited development to the west side of Robb Street by that time although Bernard Street had yet to be laid.



Aerial showing the approximate boundary of the estate, the earlier development on the east side of Robb Street is evident
(Source: Melbourne and Metropolitan Area Project, Run 21, Frame 58566, Landata)

In 1940-41, Australian Glass Manufacturers erected a block of two storey, two bedroom flats (now demolished) for tradesmen working at the glassworks.¹⁰ Occupants included fitters who were prepared to work shifts on the bottle manufacturing machinery.¹¹ By the early 1950s however, there was a shortage of housing for workers with the company advertising for accommodation in local private homes for British migrants who were **employed in permanent positions. These young 'Britishers'** were sponsored by the State Government through arrangements with the State Immigration Depot.¹² By the mid-1950s the company employed some 1,200 people at Spotswood.¹³

¹⁰ Museum Victoria, Spotswood Industrial Heritage Walk App.

¹¹ *Williamstown Chronicle*, 20 December 1951, p7

¹² *Williamstown Chronicle*, 17 February 1950, p1

¹³ David Moloney, p138

In 1954, tenders were advertised for the construction of twenty timber houses designed by Buchan, Laird & Buchan Architects for Australian Glass Manufacturers Co. Pty. Ltd. The advertisement noted that houses were to be erected in three separate contracts of nine, six and five dwellings each. In February 1954, as the company continued to expand, it advertised for fitters, **noting that the positions included an offer of 'excellent family accommodation after a probationary period'**.¹⁴ The company benefited from workers living nearby as they could attend to breakdowns and shortfalls in staffing with little notice. Employees who lived in these houses were typically the first to be called in to factory to **work unscheduled shifts at a 'call-in' rate**.¹⁵

In addition to constructing housing for the workers, Australian Glass Manufacturers appear to have also been partly responsible for the construction of Bernard Street including the road pavement, kerbing, drainage works and footpaths.¹⁶ By 1956, the houses had been completed (see image below) and Bernard Street officially become a public road in 1956.¹⁷



¹⁴Employees cottages, Australian Glass Manufacturers, Spotswood (Wolfgang Sievers 1956)
(Source: National Library of Australia PIC 2471AB LOC)

¹⁴ *Argus*, 20 February 1954, p42

¹⁵ David Moloney, p133

¹⁶ *The Argus*, 20 April 1955, p15

¹⁷ Victoria Government Gazette, no.87, 31 October 1956, p5656

The following aerial shows the layout of the estate shortly after it was completed in 1956. Evident to the east side of Robb Street are the four narrow buildings which predate the estate.

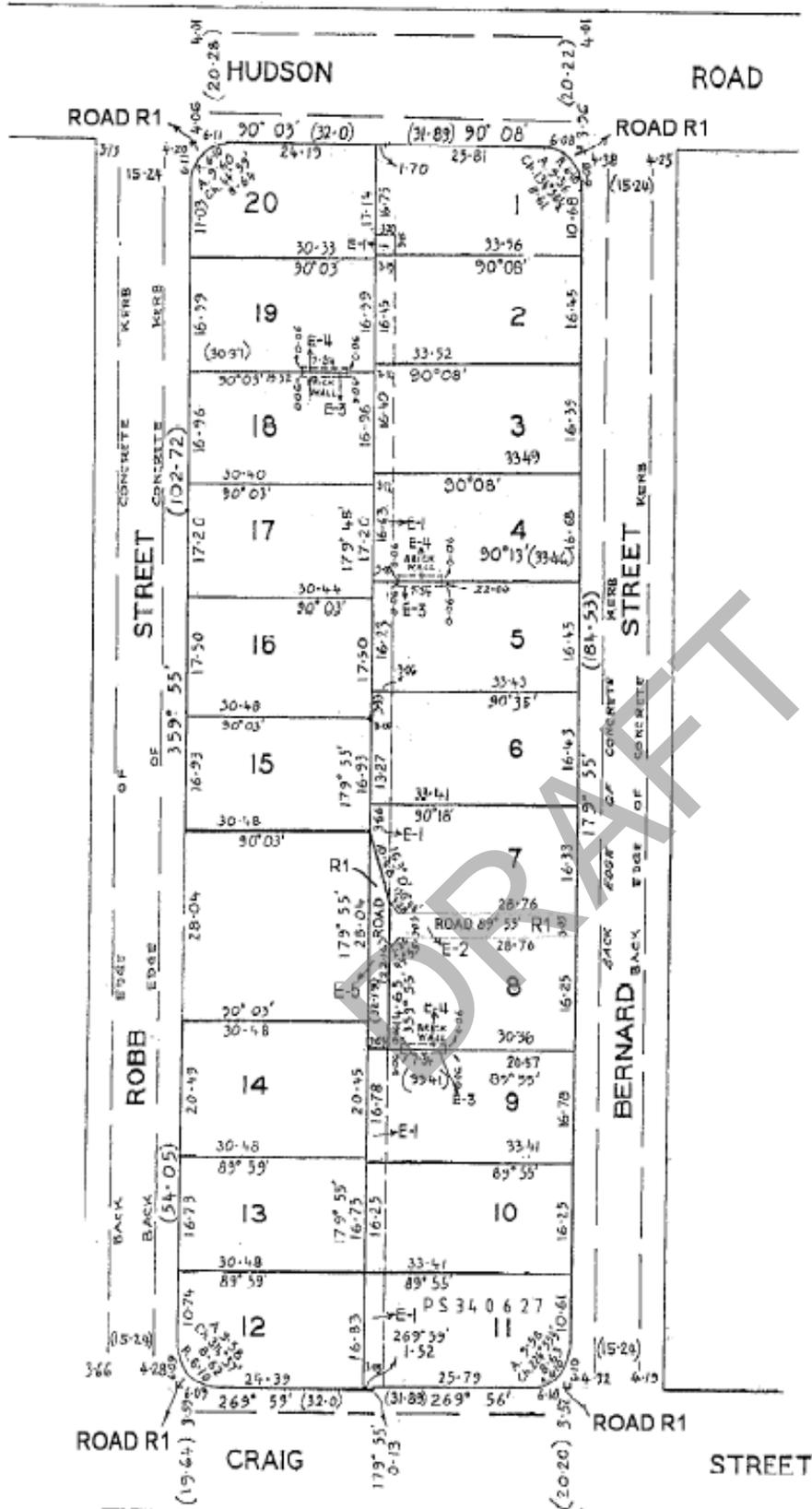


The estate in 1956 shortly after completion (north to left)
 (Source: Melbourne Outer Suburbs Project, Run 7, Frame 84, Landata)

During the 1960s, the number of people employed at the Spotswood plant peaked at around 2,500. In addition to the company built housing, by 1964, Australian Glass Manufacturers had also acquired the 19th and early 20th century houses on the east side of Robb Street, as well as 43 Hudsons Road and other residences to Craig Street. By the 1970s however, employees of the glass works were increasingly driving to work from distant suburbs and the company was no longer dependant on workers living close to the plant. Subsequently, the **company's** houses were sold with tenants given the first chance of purchasing the home that they had previously rented.¹⁸ **The company's holdings in Bernard and Robb street were subdivided in 1980.**¹⁹

¹⁸ David Moloney, pp 133-138

¹⁹ Plan of Subdivision, LP133, 263 – dated 11.09.1980



LP133.263 (1980)
(Source: Landata)

Buchan, Laird and Buchan

The prolific architectural firm of Buchan, Laird and Buchan began in 1890 when John Angus Laird commenced practice in Geelong. The following year J. Buchan joined the practice as a junior pupil and the practice won their first major commission, a new wool store for Dalgety & Co. In 1936, the firm became Buchan, Laird & Buchan.

Buchan, Laird & Buchan undertook many significant town planning and housing projects for the Housing Commission of Victoria as well as large scale commercial and industrial projects.²⁰ Examples included the Shell building on the corner of Bourke and **Williams Street which was described as 'Australia's first skyscraper, with glass and aluminium curtain walls and a high-pressure air conditioning system'**.²¹

The firm's involvement with Housing Commission projects emanated from their entry in the Fishermen's Bend Housing Commission design competition in 1939 and contributed to them being appointed as 'country architects' on Commission's Architectural Panel.²² The commission was at the forefront of experimental housing during the mid-20th century, a time when Buchan, Laird and Buchan strove for the construction of high quality housing.²³ The firm were also contracted to design houses for the Soldier Settlement Commission in the late 1940s and were also responsible for the design of the Alexander Miller Homes **for 'indigent and aged people' in towns throughout Victoria.**²⁴

Description

Of the 20 houses erected for Australian Glass Manufacturers, 18 were located on the block bound by Hudsons Road (north), Craig Street (south), Robb Street (west) and Bernard Street (east), with the other two located at 45 and 47 Hudsons Road. Fifteen of these houses remain, fourteen of which are located on the block bound by Robb and Bernard streets. The **Australian Glass Manufacturers' housing** occupied most of this block with the remainder consisting of one Federation and four Victorian period houses (of which only two remain).

The original houses built for Australian Glass Manufacturers are located on relatively uniform allotments of about 550 square metres (slightly more than ¼ acre), having consistent street setbacks and a single vehicle crossover. These houses consist of three types which are largely distinguished by their roof form and plan. These consist of a transverse gable type (type 1), a type with central projecting gable to the front (type 2), and a third type **which is 'T' shaped in plan** (type 3).

Each of these types are unified by their scale and materials, each being clad in weatherboards and having gable roofs of uniform pitch with exposed rafter ends and timber vents to the gable ends. Each type has a squat cream brick chimney with brown tile capping and paired timber sash windows, including corner types, though houses **which are "T" shaped in plan** (design 3) also have a bank of three windows to the front. Original doors are a timber framed glass type with horizontal glazing bars.

Each of the three types of houses have roofs clad in variegated terracotta tiles, though there are several of the transverse gable type (type 1) which are clad with concrete tiles. This type has a glazed wall with horizontal glazing bars to the porch. Houses with a central gable to the front (type 2) have a recessed porch to one side of the projecting gable section with a glazed wall to open side. The original **porches to houses with a 'T' shaped plan** (type 3) are located to the side and have a flat roof supported by five timber columns which spring from a brick planter bed.

The modest houses are indicative of the 1950s construction date in both their form (gable roofs) and materials (terracotta and concrete tiles roofs, cream brick). In keeping with contemporary design, they have large windows and consist of intersecting forms (porches, planters, chimneys etc.) creating a strong volumetric expression.

Fences are now located to the front of most houses, though originally they had no fence to the street boundary. In recent years, a few of the 1950s residences have been replaced with two storey attached houses/duplexes.

Comparative Analysis

²⁰ Julie Willis in *The Encyclopedia of Australian Architecture*, Philip Goad and Julie Willis eds, Cambridge University Press, Port Melbourne, 2012, p 111

²¹ The Buchan Group, *Celebrating 125 Years*, accessed 15 August 2016 at buchan.com.au

²² Newtown West Heritage Review, 2015-16, Dr David Rowe and Wendy Jacobs, p10-11

²³ 'New Swiss Architecture', *The Age Literary Supplement*, 10 September 1949, p1

²⁴ Moria Shire Stage Two Heritage Study, Volume 2, Environmental History, Heritage Intelligence Pty Ltd, pp 144-145

As there were housing shortages in Victoria during the Post-War period, numerous housing estates were erected throughout the state by the Housing Commission of Victoria. Prior to 1949, **many of the Commission's country housing estates** were designed by Buchan, Laird and Buchan of Geelong.²⁵ This included the Newtown West Housing Commission Estate which consisted of five types of attached brick dwellings **located on the 'U' shaped** street of Churchill Avenue.²⁶ Similar schemes were also constructed in the Municipality at the Champion Road Estate, North Williamstown (HO15) between 1941 and 1945, and the Croker Street Estate, Newport (HO16) during the mid-1940s. Whilst each of these examples consist of attached houses constructed of brick, concrete or rendered, many dwellings erected by the Commission in the country were freestanding houses of timber construction.²⁷

Another housing schemes of the period which is comparable to the Australian Glass Manufacturers' Housing is the circa 1950 ICI Housing Estate Heritage Area (Brimbank City) which was one of the most substantial company housing schemes to be undertaken in Victoria. Constructed for workers of the ICI plastic and commercial explosive plants, the houses were generally weatherboard, had alternating hipped and gable roof forms and simple rectangular floor plans. The ICI Housing Estate was one of the last industry-sponsored developments in the City of Brimbank.²⁸

Other known company-built housing in Victoria includes the McKay Housing Estate in Sunshine which consists of houses constructed during the Federation and Interwar periods either by or for employees, foremen and managers of the McKay Sunshine Harvester Works. Another Federation period company sponsored housing development is the William Angliss Worker Housing in Maribyrnong which consists of single storey weatherboard houses constructed in 1912 for workers of the Angliss meat complex.²⁹

A group of houses contemporary with the Australian Glass Manufacturers housing was erected in the Municipality at Newport in Holland Court and adjacent allotments to Douglas Parade. These were completed by 1951, and were erected for Dutch migrants, though it is not known who financed them.³⁰ This group consisted of two different designs, both constructed with light-weight materials and having broad gable roofs and a squat brick chimney to the side. This group is however less intact than the Australian Glass Manufacturers housing with the houses of the former also being relatively plain.

External Integrity and Condition

Integrity – Moderate

Recent development (late 20th century and early 21st century) has involved the demolition of earlier houses and replacement with larger two storey residential buildings. This includes a few attached houses/duplexes on subdivided allotments.

There are some alterations to contributory buildings, such as modern/infilled porches, demolition of original chimneys and replacement of the original timber sash windows with aluminium types.

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- Theme 4: Building settlements, towns and cities – Twentieth Century Residential Development (4.3) and Post-Second World War (4.4)

Recommendations

Statutory protection

It is **recommended that the Australian Glass Manufacturers' Housing Heritage Precinct** be included in the Schedule to the Heritage Overlay in the Hobsons Bay Planning Scheme.

²⁵ *Tenth and Eleventh Annual Report of the Housing Commission of Victoria for the period 1 July 1947 to 30 June 1949*, Parliament of Victoria, p14

²⁶ *Newtown West Heritage Review*, Vol. 5 Newtown Housing Commission Estate, D Rowe & Wendy Jacobs, 2016

²⁷ *Fourth Annual Report of the Housing Commission of Victoria for the period 1 July 1941 to 30 June 1942*, Parliament of Victoria, p12

²⁸ **Though not as large as H V McKay's housing scheme at Sunshine which was developed of a longer period. Brimbank City Council** Post-contact Cultural Heritage Study, Vol. 3, Gary Vines, 2007, p71.

²⁹ Entries for the McKay Housing Estate and William Angliss Worker Housing Area, Victorian Heritage Database, accessed 30 May 2017

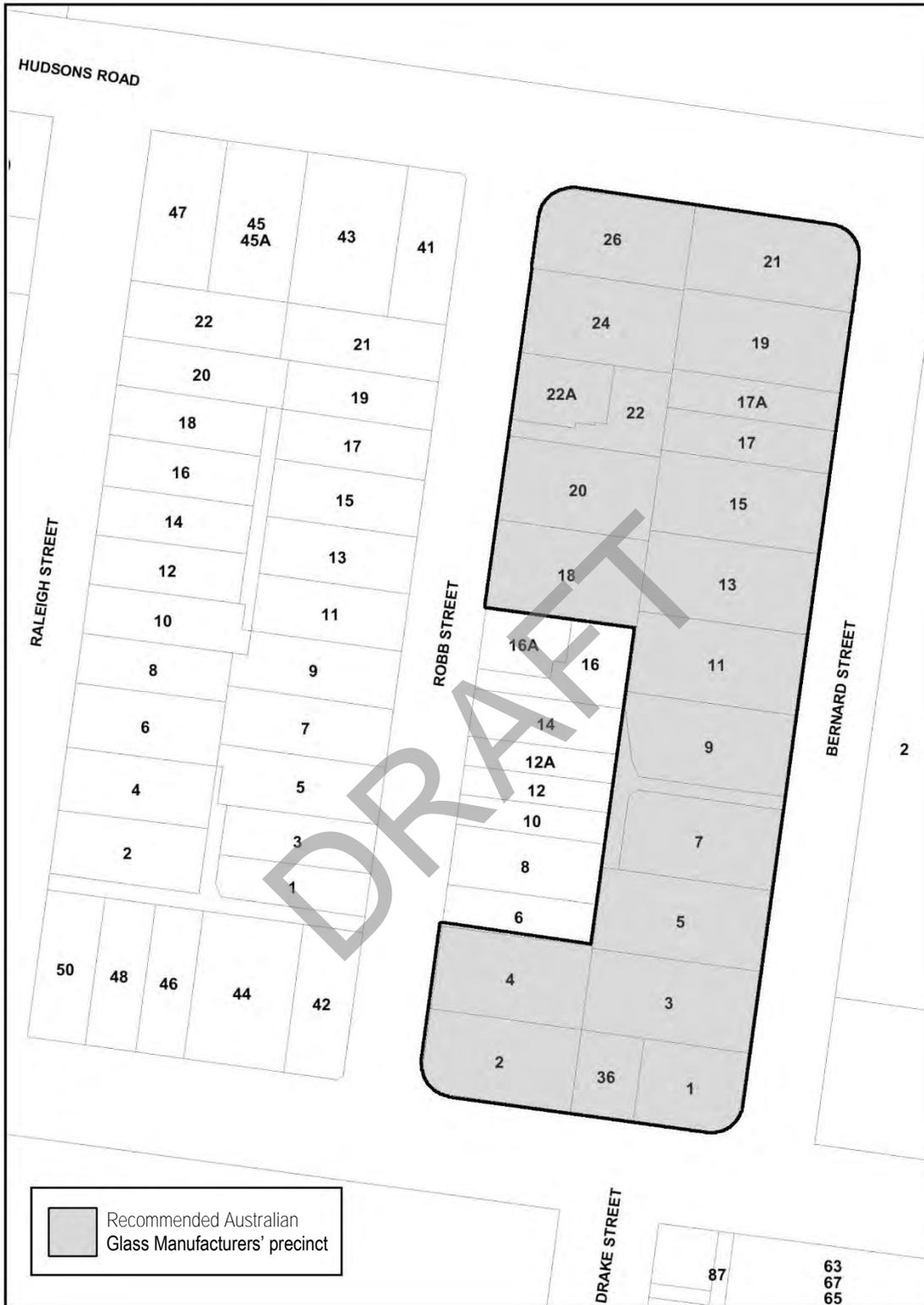
³⁰ *Williamstown Chronicle*, 23 November 1951, p3

Management objectives

Conserve houses built in the 1950s for Australian Glass Manufacturers, retaining original elements. Reinstall original format and detailing to porches and install sympathetic window types – double hung timber sash to match original evident at other houses. Additions should be sympathetic in terms of scale, height, form, materials and detailing. It is not necessary to reproduce original detailing, rather a simplified, interpretive approach is recommended.

Ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the Burra Charter. Refer to the relevant local heritage policy at Clause 15.03 of the Hobsons Bay Planning Scheme.

DRAFT



ALLOA PARK ESTATE PRECINCT

Address	154-156 – 170 Hall Street, Spotswood
Significance	Local
Construction Dates	Circa 1930 – circa 1961
Period	Interwar and Post WWII
Date Inspected	2021



Statement of Significance

What is Significant?

The single storey buildings at 154-156 – 170 Hall Street, Spotswood, constructed after the subdivision of the *Alloa Park Estate* in 1926, are significant to the City of Hobsons Bay.

Contributory places include:

- Nos 154-156, 158, 160, 162, 164, 166, 168A, 168B, 170.

The following original elements also contribute to the significance of the place:

- Subdivision pattern,
- Consistent setbacks,
- Original hipped or gabled roof forms,
- Tiled roofs, either terracotta or concrete,
- Gabled ends with timber shingles, etc.
- Face brick and/or rendered chimneys.
- Wide ventilated eaves, some with exposed rafter ends,
- Intact walls of face brick and render,
- Intact timber-framed walls clad in timber boards,
- Timber framed-sash windows.
- Square box frame and bay windows,
- Leadlight to Interwar period places,

- Original/early front fences to nos 158, 160 and 170.

How is it Significant?

The single storey buildings between 156 and 170 Hall Street, Spotswood are historically and aesthetically significance to the City of Hobsons Bay.

Why is it Significant?

The Alloa Park Estate Precinct is historically significant as it illustrates the attraction of Spotswood as a residential area in the Interwar period, when private and public investment was directed towards the suburb.

The northern part of the precinct originally formed the grounds of the red brick villa *Alloa* at 168 Hall Street, which was constructed in 1908 (affected by HO141). The grounds of *Alloa* were consolidated with a larger southern parcel by William James McNeillage and subdivided in 1926 as the *Alloa Park Estate* – a reduced curtilage was kept around *Alloa* equivalent to Lot 3 of the subdivision. Houses on the prime lots in the subdivision to Hall Street were subsequently constructed during the Interwar period beginning in the late 1920s, when the surrounding area was undergoing considerable development.

In 1961, the Hall Street frontage of *Alloa* was subdivided to create two lots (and a narrow driveway through to the substantive part of the site) which were subsequently developed with the extant gable roofed houses. This continued interest in the precinct area into the Post-WWII period is indicative of the ongoing residential and industrial activity that occurred in Spotswood during that period, when the suburb became a major centre in the petrochemical industry. The two phases of subdivision – 1926 and 1961 – remain readily identifiable. (Criterion A)

The Alloa Park Estate Precinct is aesthetically significant to the City of Hobsons Bay as a contained and cohesive group of fine and intact examples of Interwar and Post-WWII period architectural styles, seldom seen in such concentration within the municipality. The Interwar period places exhibit a confident display of domestic architectural styles popular during that period, including the Bungalow, Spanish Mission and Old English, while the Post-WWII period places are distinguished by the more retained aesthetic of the Moderne. (Criterion E)

Description

The precinct consists of a group of substantial houses constructed during the second half of the Interwar period and across the Post-WWII period on the east side of Hall Street between Craig and McNeillage streets. It forms an outlying residential group in the largely industrial southern edge of Spotswood. The group is generally intact with original chimneys, roof materials and window framings intact to most places and are of a relatively high quality for Spotswood and the wider municipality.

All places are single storey with most being of masonry construction (nos 156, 158, 160, 168A+168B and 170), except for nos 162, 164 and 166 which are timber framed.

The Interwar period houses display a variety of residential building styles popular during that period including the Bungalow (nos 164 and 166), the Old English (no. 160), and some influence of the Spanish Mission style (nos 154-156 and 160). The windows are timber-framed, grouped, and feature some leadlight and often stained glass to the upper sash.

Bungalows characteristically have an informal design which reflects the influence of the Arts and Crafts aesthetic, especially in their **combination of 'natural materials'**. The two examples in the precinct (nos 164 and 166) reflect the typical use of a broad gable roof (the main ridge can be either transverse [parallel to the street front] or perpendicular to it) and unglazed terracotta tiles cladding with relatively short and simply detailed chimneys. Windows are timber-framed and grouped in bays or boxed-framed units. Porches typically are masonry and consist of a low balustrade wall and piers and columns or posts.



Two bungalows - no. 166 (left) and no. 164 (right)

Two houses reflect some Spanish Mission style detailing (nos 154-156 and 162). Characteristic of this style are barley twist columns (as at no. 164), usually employed to the front porch, and/or a triple arcade (as at no. 154-156). These elements might be applied to a 'base' bungalow.

One house is indicative of the Old English/Tudor Revival style (no. 160), which was popular during the mid to late 1930s. This style is recognisable by steeply pitched gable roofs with corbelling and as seen in this example, rendered walls with some contrasting brickwork detailing.



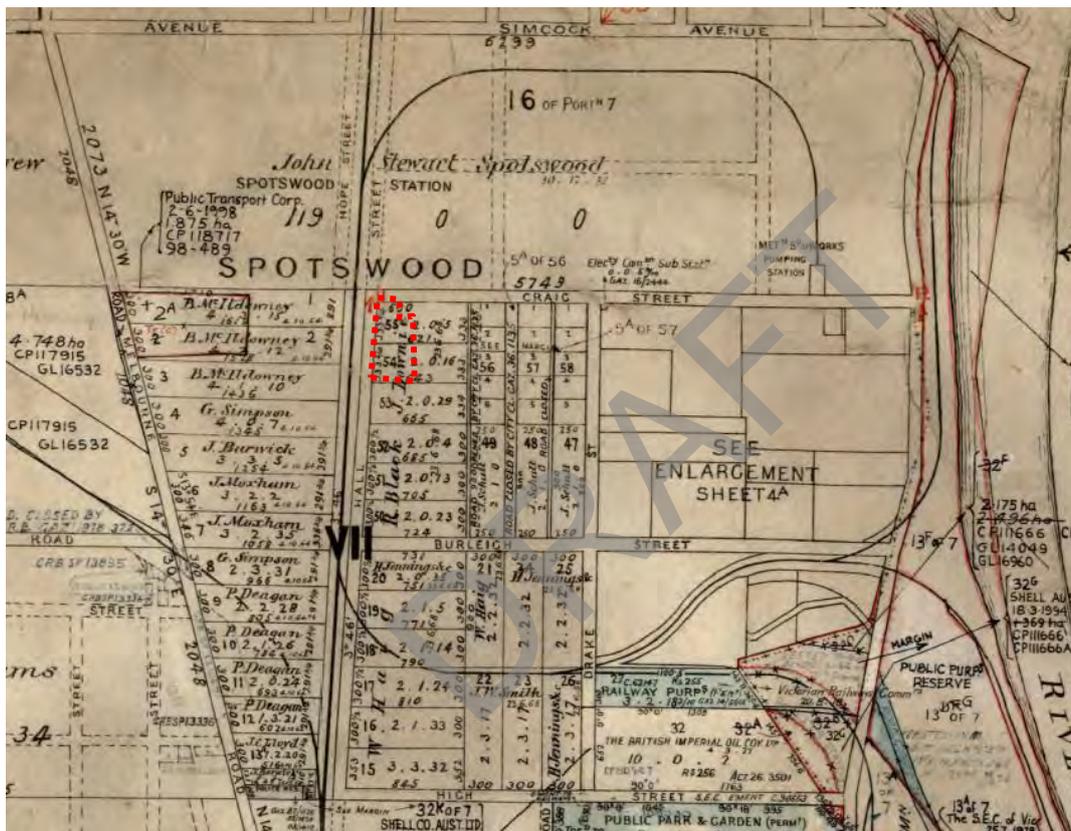
South end of the precinct (from right to left) - no. 156 (Spanish Mission influence), no. 158 (Moderne style), and no. 160 (Tudor Revival style)

The Post-WWII places at nos 158, 168A, 168B and 170 exhibit influences of the Moderne style in their generally restrained or unadorned aesthetic with tile clad, hipped roofs, broad chimneys to the front, and cream brick walls (some with limited brown brick trim).

Contextual History

The suburb of Spotswood covers the unceded Country of the Yalukit-Willam people of the Kulin nation, who maintain an ongoing cultural connection to the land. This low-lying, riverside environment was alienated from the late 1830s and the early crown Allotments are evident on the below Parish Plan.

Active amongst the early landowners was John Stewart Spottiswoode, who took up 119 acres (48 ha) below Stony Creek in 1841, grazing cattle (mainly for dairying) and running a basalt quarry **and punt service across the Birrarung/Yarra**. As a 'pioneer', whose children were also locally notable, a simplification of Spottiswoode's family name was eventually bestowed upon the area, replacing the earlier usage of Edom and Spottiswoode.¹



(Source: Cut Paw Paw Parish Plan, C345(19))

After the initial land sales, the Spotswood area remained largely unimproved with little residential or industrial development, save for the dairy farm that John Spottiswoode's began on his large holding.² Spottiswoode's also established a punt from Melbourne where his holding met the river, which operated as late as the 1880s.³

The Melbourne to Williamstown railway line bisected the area when it was constructed in 1859, but there was little development in Spotswood to necessitate a station. Even by the time the 1864 Cox Plan was prepared, Spotswood was shown as an entirely vacant area between the burgeoning commercial and residential areas at Footscray and Williamstown.⁴

¹ Parish Plan C345(19). The allotment was Crown Allotment 16 of Section 7 in the Parish of Cut-Paw-Paw

² HO30 Spotswood Estate Heritage Precinct Citation, p3

³ HO30 Spotswood Estate Heritage Precinct Citation, p3

⁴ Cox 1864, Hobson Bay and River Yarra leading to Melbourne, SLV

Speculative land development had begun on John **Spotswood's** former holding by the late 1870s, but by 1878, when a railway station was opened at its current site, called Edom, the area was still described as desolate and thought underserving of a dedicated train station.⁵

It was not until the colony wide land boom of the 1880s did substantive development in the area begin in earnest, when the Spotswood Estate Company was formed for the purposes of purchasing land at Spotswood.⁶ Concurrent with interest in the area for residential development, by the 1870s and 1880s, spurred by the lasting effects of the mining activities **Victoria's economy** was boomed and the large tracts of undeveloped land and river and rail access in the Spotswood, Newport and Williamstown areas began to attract industry and manufacturing. Major operations that were established during this time included the Alfred Woollen Mill (1878) and Lennon's Agricultural Implements Works (established in Newport in 1887).⁷

Some of these new concerns were established operations seeking larger or better situated sites. This included T Robinson and Co. (which commenced operations in West Melbourne in the 1850s before moving to Spotswood in 1891) and the Melbourne Glass Bottle Works, which has had begun operations in South Melbourne in 1874 before moving to Booker Street in 1890.⁸ A key event in the late Victorian period industrial development of the area was the construction of the extant Sewerage Pumping Station on Douglas Parade, which was completed in 1897. It formed the **centrepiece of Melbourne's modern sewerage system** – a massive undertaking of interconnected public works **that transformed the city's ability to handle sewerage.**⁹

Residential development began in the Spotswood area as it emerged as an industrial centre. John Schutt had acquired Allotment 17 of the Parish Plan in 1890 but the land remained undivided and largely undeveloped except for the home he built off Melbourne Road.¹⁰ Development in the north of the area was constrained by Stony Creek, which formed a natural northern boundary for suburb – as well as a second water access point for Industry in addition to the Yarra River to the east. By 1894, there had been more than 60 houses constructed in John **Spotswood's** former holding and more to the peripheries of the holding and elsewhere.¹¹

⁵ 'The Modern Edom', *Argus*, 23 March 1878, p9; Vicsig, *Spotswood*, <https://vicsig.net/infrastructure/location/Spotswood>

⁶ HO30 Spotswood Estate Heritage Precinct Citation, p4

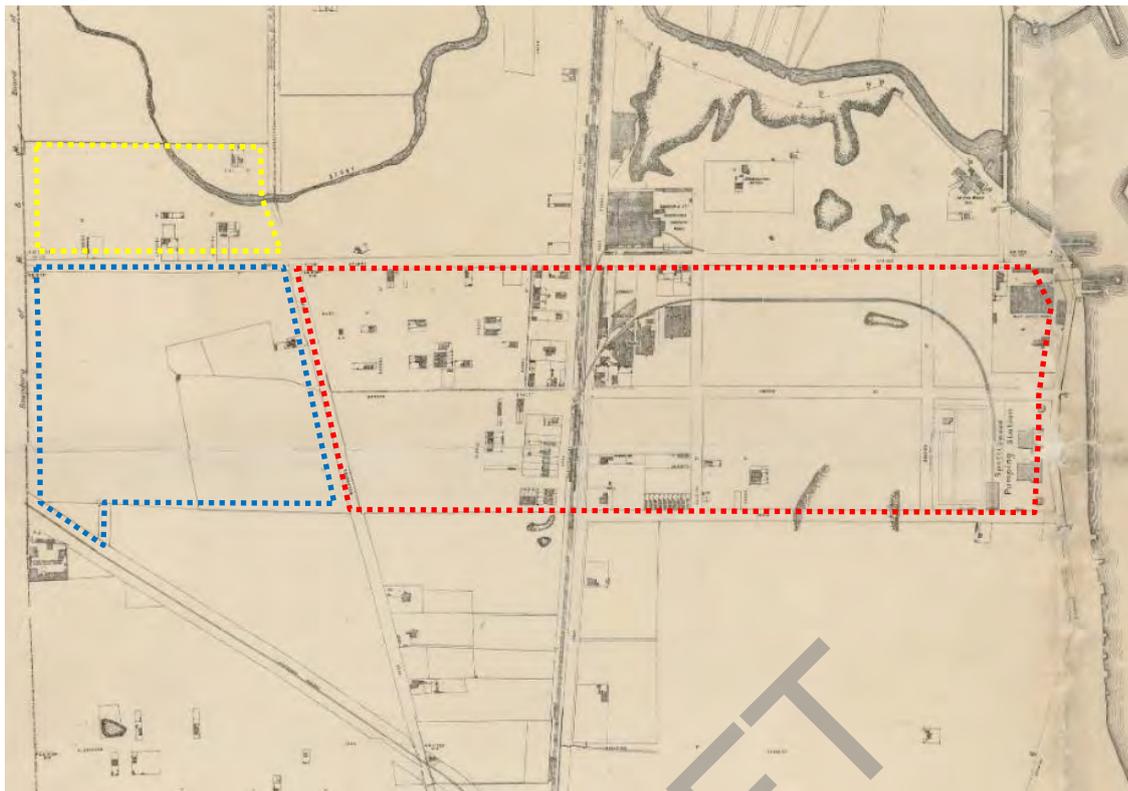
⁷ *Hobsons Bay Heritage Study, Vol1b: Thematic History*, 2003, pp22-23

⁸ *Thematic History*, p23

⁹ Victorian Heritage Database Citation, *Sewerage Pumping Station*

¹⁰ Certificate of Title, Vol. 2538 Fol. 496; MMBW Plan No.8, SLV

¹¹ Spotswood Estate Precinct Citation, pp3-5



The Spotswood Area 1899. Residential and industrial development is concentrated around the Railway Line, creek and River, with residential development largely confined to John Spottiswoode's former holdings (red) and the other Spottiswoode's Estate (yellow). Schutt's large holding (blue) remains largely undeveloped except for his own home (Source: MMBW plan no. 19, SLV)

There was perhaps no greater evidence of the burgeoning residential area than the movement for a State School, which had been mounting since the 1890s when Spotswood has been firmly established as industrial centre.¹² At that time, the closet state school in Newport was full and most children living in Spotswood had to walk to the school in Yarraville.¹³ After a petition was circulated in 1909, a temporary school was opened in a leased building in Robert Street and by 1914 a permanent school had been constructed on the present site on Melbourne Road.¹⁴

Spotswood remained an appealing area into the early Interwar period, drawn by the relative abundance of undeveloped land near central Melbourne. Schutt's large holding was acquired by the War Service Homes Commissioner in 1920 and the large area west of Melbourne Road was planned as an intensive resettlement redevelopment scheme of 250 houses.¹⁵ By 1925, 50 homes had been constructed in the precinct, with the remainder of the subdivision developed over the rest of the 20th century.¹⁶

¹² Spotswood State School No. 3659, Citation, pp3-5

¹³ Spotswood State School No. 3659, Citation, pp3-5

¹⁴ L J Blake (ed), *Vision and Realisation*, vol. 3, p20

¹⁵ Certificate of Title, Vol 4430 Fol. 955; 'Land at Spotswood', *Williamstown Chronicle*, 28 October 1922, p2

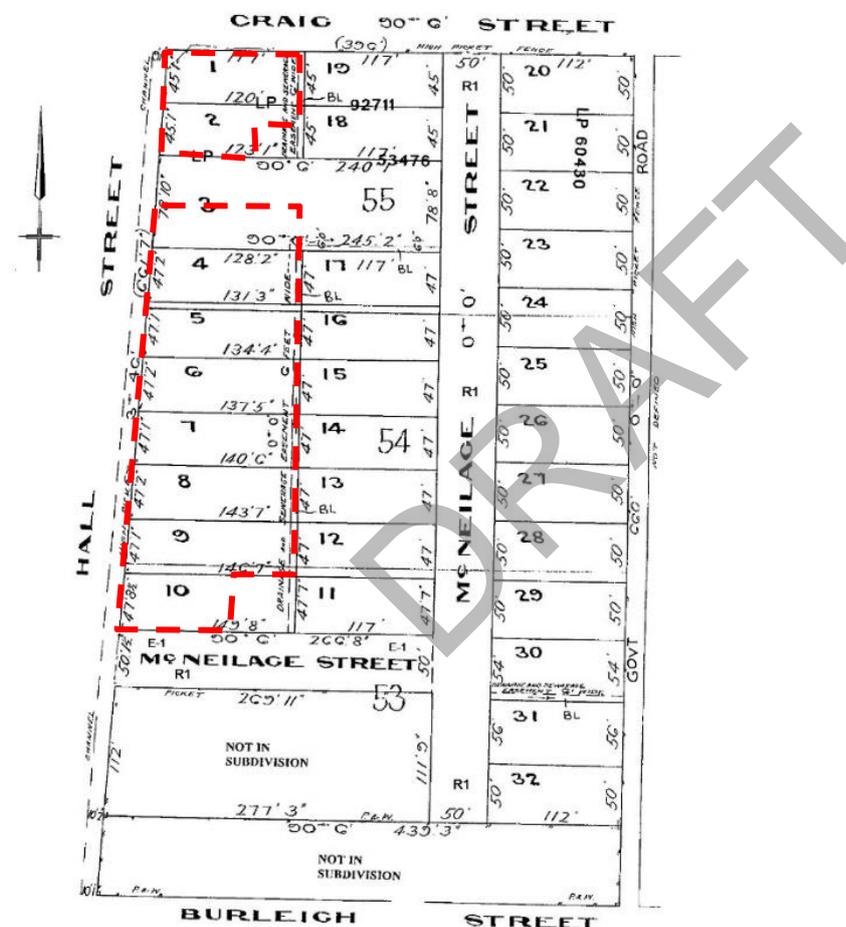
¹⁶ War Service Homes', *Herald*, 7 February 1925, p26

Place History

Allotment 55 was acquired by William Willett in 1881 and a house had been constructed on his land fronting to Hall Street by circa 1894.¹⁷ **William McNeilage acquired the allotment in 1906 and presumably had Willett's house demolished** shortly thereafter.¹⁸

Two years later in 1908, the extant red brick bungalow *Alloa* (no. 168) was constructed south of the corner of Hall and Craig streets for McNeilage (HO141).¹⁹ McNeilage, a Scotsman, likely named the building after Alloa, a town in Scotland. A prominent local citizen, he was the manager of the nearby Melbourne Glass Bottle Works, a substantial operation, and later a Williamstown City Councillor and RSL branch president.²⁰

In 1922, a relative of William McNeilage, William James, acquired Crown Allotment 55 along with a larger approximately three-acre parcel to the south equivalent to all of allotment 54 and most of allotment 53.²¹ Perhaps spurred by the recent investment in the area by the War Service Homes Commission, the **Junior McNeilage's holdings were subdivided** to form 32 residential lots around McNeilage Street, an L-shaped roadway and they were advertised as the *Alloa Park Estate* (refer to subdivision plan below).²²



1926 subdivision with the approximate extent of the proposed precinct outlined (Source: Landata, LP11441)

¹⁷ As evident on the c1894 MMBW Plan No.8, SLV

¹⁸ Certificate of Title, Vol. 1284 Fol. 776

¹⁹ Certificate of Title, Vol. 1284 Fol. 776: *Alloa citation, Hobsons Bay Heritage Study Volume 3 – Heritage Precincts and Place Citations: Part 2 Heritage Places*, p435

²⁰ *Alloa citation, Hobsons Bay Heritage Study Volume 3 – Heritage Precincts and Place Citations: Part 2 Heritage Places*, p435; 'Obituary', *Age*, 29 November 1950, p2

²¹ Certificate of Title, Vol. 1284 Fol. 776 and Vol. 4591 Fol. 120

²² Plan of Subdivision, LP11441, Landata; *Herald*, 6 December 1926, p31

A larger lot was retained as the grounds of *Alloa* (Lot 3) and it was advertised for sale as a 'substantial brick villa of 12 rooms, and all conveniences'.²³

Most of the lots in the Estate had frontages of either 45, 47, or 50 feet and depths of between 112 and 149 feet. The location on the top of a rise meant they commanded views across the Bay, from which it was said that passing ships could be seen. The lots were advertised for their proximity to the station, and hence short commute to the centre of Melbourne, which was said to be 18 minutes away by electric train.²⁴

The first sales in the subdivision was lots 2, 3 and 18, being the villa *Alloa*, which was snapped up by Andrew Bremmer in the year of the subdivision 1926.²⁵ By 1939, 13 years after the original subdivision, all the lots in the subdivision had been acquired.²⁶

The following table summarises the acquisition of the original lots that form part of the proposed precinct, as derived from the certificate of title.²⁷

Date acquired	Original Lot No	Current Address	Acquired by
18 May 1926	3	168 Hall Street	Andrew Bremmer
24 January (1926)	2 + 18 (outside precinct)	168-168b/a Hall Street	Edwin McLeish Ladd
14 September 1927	5	164 Hall Street	Henry Yewers
17 November 1927	7+ 14 (outside precinct)	162 Hall and 9a McNeilage streets	Sidney Joseph Jones
30 August 1928	10	154-156 Hall Street	Bate's and Whiffin's
11 December 1929	4	166 Hall Street	Samuel Barrow
31 October 1930	8	160 Hall Street	James Palmer
21 December 1932	9	158 Hall Street	Charles Hamilton
25 January 1935	6	163 Hall Street	Henry Yewers
5 October 1936	1	170 Hall Street	Florence May Heritage

Development in the subdivision was initially concentrated on Hall Street. The first lot to be developed was Lot 5 (current no 164) which had been developed between 1928 and 1930 when it is first listed in the *Sands and MacDougall's Directory*.²⁸ Between 1930 and 1935, no 166 (Lot 4) had been developed and by 1940 so had nos 156 (Lot 10) and 162 (Lot 7).²⁹

²³ *Herald*, 6 December 1926, p31

²⁴ *Herald*, 6 December 1926, p31

²⁵ *Herald*, 6 December 1926, p31; Certificate of Title, Vol 1284, Fol 776

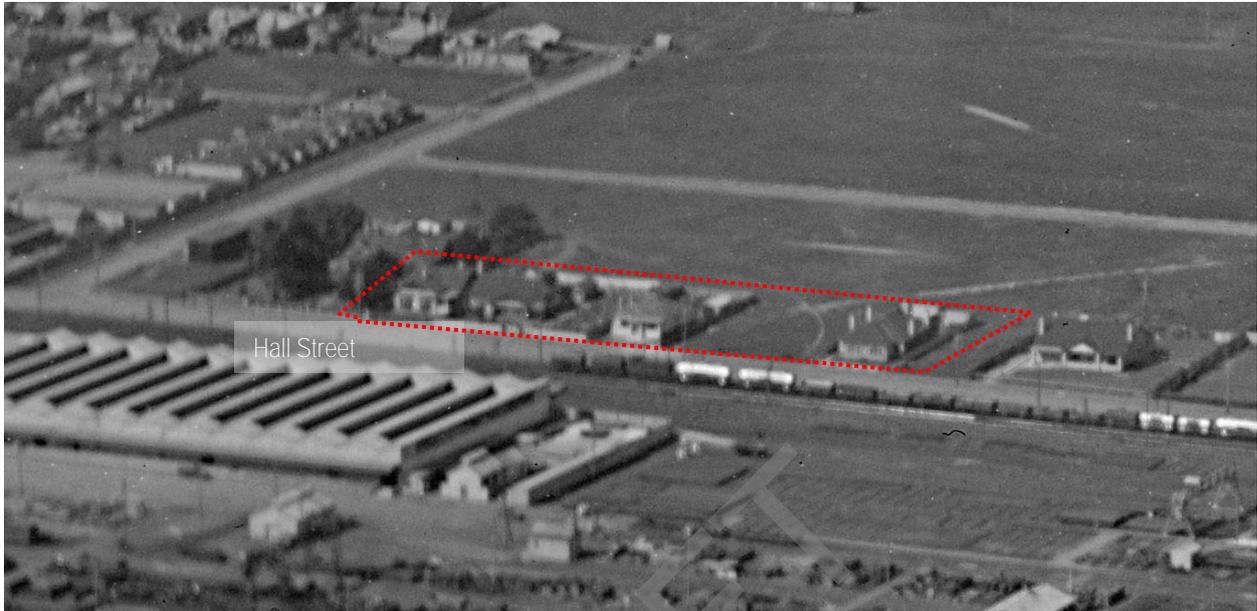
²⁶ Certificate of Title, Vol 1284, Fol 776; Certificate of Title, Vol. 4591 Fol. 120

²⁷ Certificate of Title, Vol. 4591 Fol. 120

²⁸ *Sands and MacDougall's Directory, 1930*

²⁹ *Sands and MacDougall's Directory, 1935 and 1940*

These above-mentioned places (nos 154-156, 162, 164 and 166) are shown in the aerial photograph below, which is dated to c.1939.³⁰ The extant Morlick and McNeilage streets had yet to be laid which impaired development of the lots in the subdivision fronting those streets. It is also clear that Lots 2 and 18 of the subdivision had been incorporated into the grounds of *Alloa* (Lot 3) creating a larger holding than that originally provided in the subdivision.



1930s with extant houses to Hall Street highlighted, (dated c.1939 as the uncropped photograph shows the development of the nearby Shell Complex). The building to the right is outside the Alloa Park Estate Subdivision and has since been demolished (Charles Pratt) (Source: SLV, c1933, H91.160/84)

162 Hall Street (Lot 7) was developed between 1938 and 1940 which meant around the time of the commencement of the war in Europe, about half of the Alloa Park Estate Precinct had been constructed.³¹ This residential development in Spotswood, coupled with the development of the War Service Homes west of Melbourne Road, was commensurate with a wider resurgence in the industrial fortunes of the immediate surrounding area at this time.³²

Wartime materials rationing meant that residential construction in Australia was essentially halted during that time. Unusual for the time however, and despite the materials rationing, development in the subdivision continued through the war, with no 160 (Lot 8) developed between 1940 and 1942.³³

After the cessation of hostilities, there was further development in the precinct, with no 170 (Lot 1) developed between 1946 and 1950, when it is first listed in the **Sands and MacDougall's Directory**.³⁴ There was also further development in the remainder of the original subdivision in this Post-WWII period, with McNeilage Street laid c1946 which allowed further development to the east part of the subdivision.

³⁰ **Sands and MacDougall's Directory, 1939**

³¹ **Sands and MacDougall's Directory, 1938; Sands and MacDougall's Directory, 1940**

³² 'Spotswood's Great Industrial Future', *Williamstown Chronicle*, 31 March 1928, p2

³³ **Sands and MacDougall's Directory, 1940; Sands and MacDougall's Directory, 1942**

³⁴ **Sands and MacDougall's Directory, 1946; Sands and MacDougall's Directory, 1950**

The nearly complete precinct is evident in the below 1956 aerial photograph, which also shows the Post-WWII period residential and industrial development to the east part of the original subdivision, off McNeilage and Ramsay streets (outside the precinct). Between the time this photograph was taken in 1956 and 1960 the orange brick villa at no. 158 had been constructed.³⁵



The precinct in 1956 with approximate boundary of precinct outlined
(Source: Landata, Melbourne Outer Suburbs Project, Run 7, Frame 84)

In 1961, the holdings of *Alloa* were reduced with the frontage to Hall Street subdivided to create two lots and a narrow driveway through to the substantive part of the site.³⁶ These two lots were subsequently developed with the extant gable roofed houses on an angle to the street.³⁷ The lot at 163 Hall Street (lot 6 in the original subdivision) remained vacant until 2021 when a permit was granted for the construction of a detached house.³⁸

³⁵ 1956, Landata, Melbourne Outer Suburbs Project, Run 7, Frame 84, *Sands and MacDougall's Directory, 1960*, p745

³⁶ Certificate of Title, Vol. 5133, Fol. 456

³⁷ *Sands and MacDougall's Directory, 1960 and 1965*

³⁸ Council building file, 163 Hall Street, Spotswood

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- Theme 4: Building settlements, towns and cities – Twentieth Century Residential Development (4.3) and Post-Second World War (4.4)

Comparative Analysis

There are a number of heritage overlay precincts in the City of Hobsons that contain Interwar period places, for example The Verdon Street Precinct (HO32) and **Hanna's Farm Heritage Precinct** (HO13). These precincts include Interwar period places amongst places from other earlier historic periods, namely the Victorian and Federation periods. These precincts are also typically subdivided, HO32 and HO13 are both precincts that were subdivided in the 19th century and subsequently experienced phases of development into the mid-20th century.

The Alloa Park Estate Precinct is unique in the City of Hobsons Bay as a highly intact residential precinct consisting solely of places from the Interwar and Post-WWII periods, with no places from earlier historic periods. This reflects the specific development pattern of the precinct, which was only subdivided in the Interwar period (1926) and later developed over the subsequent decades. It also reflects the specific development pattern of Spotswood, which was experienced an increase in residential and industrial development in the Interwar and Post-WWII period.

Of the residential heritage precincts in Hobsons Bay, the precinct compares to the *Lenore Crescent Heritage Precinct* (HO18). HO18 is a residential precinct in Williamstown, which is one of, if not, the only precinct in Hobsons Bay made up of only Interwar period places. It consists of a homogeneous group of Interwar period buildings mostly designed in the Bungalow style. HO18 consists of predominantly Bungalows however, as opposed to the myriad of types in the *Alloa Park Estate* and the precinct does not contain any places from the Post-WWII period.

The precinct is also broadly comparable to the *Housing Commission of Victoria – Croker Street Estate Heritage Precinct* (HO16) in Newport, which is a group of concrete houses constructed by the Housing Commission of Victoria between 1943 and 1945. HO16 however only contains places constructed by the State as public housing, rather than by private investment as in the case of the *Alloa Park Estate Precinct*.

The precinct also is broadly comparable to the HCV Champion Road Estate Heritage Precinct (HO15), in Newport. Like HO16, this precinct was constructed by the Housing Commission of Victoria, but slightly earlier during WWII. Unlike the Alloa Park Estate Precinct, it was developed according to Garden City principles, with landscaping and curved street layout. The built form has a strong homogenous identity, compared to the wide variety of building styles found in the Alloa Park Estate Precinct.

The Solomit or Straw House Heritage Precinct (HO29), a group of four houses in Altona designed in the Old English Style by noted architect Marcus Barlow in 1941, is another heritage overlay precinct in Hobsons Bay that is broadly comparable to the *Alloa Park Estate Precinct*. includes Post-WWII period places. Being of only one style and all constructed in the one year, as opposed to various styles across a number of decades, they do not readily compare to the proposed precinct.

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No
Prohibited Use	No
Aboriginal Place	No

Extent of Heritage Overlay

The proposed boundary of the heritage overlay would be as outlined on the following map.



Recommended boundary of heritage overlay
(Source: Nearmap, 1 September 2021)

WAR SERVICE HOMES COMMISSION PRECINCT

Address	605–609 + 613–631 Melbourne Road (odds only), 154–160 + 153–155 Hudsons Road and 28–36 + 25–33 Reed Street
Significance	Local
Construction Dates	1925 to 1940
Period	Interwar
Date Inspected	2021



623 Melbourne Road



619 Hudsons Road

Statement of Significance

What is Significant?

The single storey houses at 605–609 + 613–631 Melbourne Road (odds only), 153–155 and 154–160 Hudsons Road, and 25–33 and 28–36 Reed Street, developed on land acquired by the War Service Homes Commission to develop low-cost housing, are significant to the City of Hobsons Bay.

The precinct forms part of a large parcel acquired in 1920 by the War Service Homes Commission and subdivided to create 250 residential lots for low cost housing. Initially construction was concentrated at the east of the precinct including in Birmingham Street, Reed Street, Hudson Road, Mary Street and Melbourne Road whereby in 1925 some 50 homes had been constructed.

After this initial burst of construction, houses were built on most of the hitherto vacant lots along Melbourne Road such that the east part of the subdivision was nearly fully developed by 1930. Construction continued across the broader subdivision, generally in a westwards direction, during the late Interwar period and into the Post-WWII period. Later in the 20th century and more recently, many of the original Interwar and Post-WWII period places have been replaced leaving only a largely intact area to the east end of the original subdivision.

Contributory places include:

- 153, 154, 155, 156, 160 Hudsons Road,
- 605, 607, 609, 613, 615, 617, 619, 621, 623, 627, 629, 631 Melbourne Road,
- 27, 29, 30, 32, 33, 34, 36 Reed Street.

The following elements also contribute to the significance of the place:

- Hipped or gabled roof forms, clad in terracotta tiles, with timber lined soffits and some with exposed rafter ends.

- Red brick chimneys, some capped with a clinker brick soldier course. Chimneys are squat to gabled roof places and tall to hipped roof places.
- Gabled ends with timber shingled skirts or timber battens and sheeting.
- Verandahs and porches created by an extension of the main roof form or a separate gable end, either timber-framed or supported by timber posts (some paired) on brick piers (with only a few with balustrade walls).
- Walls clad in weatherboards.
- Timber-framed windows, mostly box framed with either double hung sashes (often with a multi-paned upper sash, some with lead light and decorative glass) or casements.
- Single width vehicle crossovers.
- Intact subdivision pattern.
- Consistent setbacks.
- Concrete kerb and channelling.

The following places and elements do not contribute to the significance of the place:

- Non-original front and rear alterations and additions.
- Carports to the front setback.

How is it Significant?

The War Service Homes Commission Precinct is of historical and representative significance to the City of Hobsons Bay.

Why is it Significant?

The War Service Homes Commission Precinct is of historical significance as it demonstrates the efforts of the War Service Homes Commission to facilitate low-cost residential development for those of limited means under the provisions of the Housing and Reclamation Act (1920). The Act provided the War Service Homes Commission with the power to acquire land and develop **housing to be sold at low cost to families of 'small means'**. Housing was to be constructed to designs developed by the State Savings Bank under the supervision of Chief Architectural G Burrige Leith. The precinct consists of the intact remnants of a proposed 250 home estate planned by the War Service Homes Commission acquired in 1920 shortly after the passing of the Act.

Later, the State Savings Bank itself took over operation of the programme which developed in scope throughout the Interwar period. Thousands of homes were constructed across Melbourne including an entire suburb in Port Melbourne in the late 1920s/early 1930s. It laid the ground for the establishment in 1938 of the Housing Commission of Victoria, which assumed responsibility for the provision of public housing in the State. The programme positioned the State as a major provider of residential home construction in the Interwar period, a phase of State intervention in the housing market that is not widely protected under the heritage overlay in the City of Hobsons Bay. (Criterion A)

The War Service Homes Commission Precinct is of representative significance as an intact group of economical, timber-framed versions of the popular bungalow idiom designed under the supervision of chief bank architect G B Leith for the State Savings Bank after WWI. Whilst unpretentious, they are differentiated with a range of detailing generally indicative of the Californian bungalow type and reflecting the underlying influence of an Arts and Crafts aesthetic on that style **in their uses of 'natural'** materials and vernacular detailing including the predominant use of weatherboards, shingling to the gable ends, terracotta tile clad roofs, with limited superfluous detailing, except to the windows.

Later, State Savings Bank designs would incorporate emerging trends or popular architectural styles in home design, a few of which are also represented in the precinct. (Criterion D)

Description

The War Service Homes Commission Precinct consists of 28 detached single storey homes on Melbourne Road, Hudsons Road and Reed Street, Spotswood. It is located to the east of the large triangular shaped residential expanse bound by Melbourne Road, the railway line and the West Gate Bridge.

The spine of the precinct is the west side of Melbourne Road, which consist of 12 intact bungalows that create a cohesive residential streetscape on this major arterial road between The Avenue (north) and Birmingham Street (south).



West side of Melbourne Road

The remainder of the precinct is located on Hudsons Road and Reed Street, two parallel roadways which intersect with Melbourne Road.



North side of Reed Street

The built form of the precinct is defined by economic versions of Interwar period bungalows and houses, with the former term – while broadly employed in reference to an array of suburban housing during the early 20th century – more applicable to residences specifically influenced by the Californian Bungalow style.

The Californian Bungalow style derived from the west coast of America, though was indebted to the Arts and Crafts movement emanating out of England during the late 19th century, and promoted across Australia by building magazines and institutions alike. During the 1920s, it was embraced as the preferred type for suburban development and widely disseminated, in part due to the effects of the Housing and Reclamation Act of 1920. This Act fuelled a large-scale suburban construction output through the provision of low-cost loans for families of limited means, with Bungalow designs provided by the State Savings Bank.

Its popularity stemmed from its perceived **ruggedness, informality and associations with suburban living. This 'honesty' was expressed by a mixed material palette with, the use of 'natural' timber cladding widespread. In keeping with this ethos, a variety of gable end finishes was also common, with combinations of shingling and batten sheeting evident in the precinct.**

Consistent with the Bungalow type, contributory places in the precinct have hipped or transverse gable roof forms roofs clad in terracotta tiles with red brick chimneys, some with clinker brick cap. Typically, rafter ends are exposed and there are verandah or porch, many built into the main roof form, with timber posts (often paired) on brick piers. Gabled ends feature timber shingles or timber battens.

There are consistent setbacks from the front property boundary creating open gardens facing the roadway with a few properties featuring well-established trees from about the mid-20th century including Canary Island Date Palms (*Phoenix canariensis*) and coniferous types.

By 1927, the State Savings Bank had amassed at least 53 timber bungalow designs which utilise similar materials (predominately timber) and architectural elements but vary in form and composition. The precinct contains ten different types of these designs, as summarised below:¹

- Type 3 – gabled roof with gable roofed verandah on paired timber posts on brick base, recessed entrance. Example at 153 Hudson Road.
- Type 6 – gabled roof with gable roofed verandah, asymmetrical façade. Example at 30 Reed Street.
- Type 7 –hipped and gabled roof, porch with low timber walls. Example at 629 Melbourne Road.
- Type 7 (variation) – hipped and gabled roof with verandah created by roof form, recessed entry. Example at 623 Melbourne Road.
- Type 9 – hipped and gabled roof with verandah roof that extends over window to create hood. Paired timber posts on brick base. Example at 621 Melbourne Road.
- Type 10 – gabled roof with gable roofed verandah, symmetrical façade. Example at 27 Reed Street
- Type 14 – gabled roof, verandah with single timber posts on brick base. Example at 619 Melbourne Road.
- Type 17 – gabled roof, verandah with single timber posts on brick base. Example at 617 Melbourne Road

A further two SSB types are evident in the precinct but are not able to be afforded a type from the 1927 SSB leaflet. They are nominally identified as types A and B as follows:

- Type A– gabled roof with recessed entrance, no verandah. Example at 156 Hudson Road.
- Type B – gabled roof, main roof form creates porch over recessed entrance. Example at 160 Hudson Road.

Other than the above State Bank Designs which date from between the mid-1920s to early 1930s, there are three late Interwar examples in the precinct, being nos 607 and 627 Melbourne Road and 154 Hudsons Road. Commensurate with the trends of the time these places all have hipped roofs and are generally more elaborate in detailing than their earlier counterparts. In addition, 627 Melbourne Road and 154 Hudsons Road feature tapestry brick detailing, which is not evident in the early Interwar period places.

¹ In 1927, the Bank consolidated the different types of house designs available to purchases into a promotional leaflet; 'Types of Timber-framed Dwelling Houses available for selection by applicants under the provisions of Housing and Reclamation Act 1920', The State Savings Bank of Victoria, July 1927

The level of intactness of the contributory places in the precinct is generally high, with original roof tiling, brick chimneys, verandah posts and piers and intact timber framed openings (some box framed) extant to most places. There has been some change however, in particular the original stained timber shingles have been overpainted throughout the precinct. There has been some replacement of original roof materials with non-original tiles or metal sheeting at some places, for example at 615 and 613 Melbourne Road.

There has also been replacement of original timber framed windows with metal types, for example to 607 Melbourne Road and 156 Hudsons Road. All of the original wire perimeter fencing has been replaced with non-original types. Overall, these alterations have not diminished the intactness and cohesion of the precinct, which remains legible as an Interwar period subdivision.

Contextual History

The suburb of Spotswood covers the unceded Country of the Yalukit-Willam people of the Kulin nation, who maintain an ongoing cultural connection to the land. This low-lying, riverside environment was alienated from the late 1830s and the early crown Allotments are evident on the below Parish Plan.

Active amongst the early landowners was John Stewart Spottiswoode, who took up 119 acres (48 ha) below Stony Creek in 1841, grazing cattle (mainly for dairying) and running a basalt quarry and punt service across the Birrarung/Yarra. As a 'pioneer', whose children were also locally notable, a simplification of Spottiswoode's family name was eventually bestowed upon the area, replacing the earlier usage of Edom and Spottiswoode.²

After the initial land sales, the Spotswood area remained largely unimproved with little residential or industrial development, save for the dairy farm that John Spottiswoode's began on his large holding.³ Spotswood's also established a punt from Melbourne where his holding met the river, which operated as late as the 1880s.⁴ The Melbourne to Williamstown railway line bisected the area when it was constructed in 1859, but there was little development in Spotswood to necessitate a station.

Even by the time the 1864 Cox Plan was prepared, Spotswood was shown as an entirely vacant area between the burgeoning commercial and residential areas at Footscray and Williamstown.⁵ Speculative land development had begun on John Spotswood's former holding by the late 1870s, but by 1878, when a railway station was opened at its current site, called Edom, the area was still described as desolate and thought underserving of a dedicated train station.⁶

By the 1870s and 1880s, spurred by the lasting effects of the mining activities Victoria's economy was boomed and the large tracts of undeveloped land and river and rail access in the Spotswood, Newport and Williamstown areas began to attract industry and manufacturing. Major operations that were established during this time included the Alfred Woollen Mill (1878) and Lennon's Agricultural Implements Works (established in Newport in 1887).⁷

Some of these new concerns were established operations seeking larger or better situated sites. This included T Robinson and Co. (which commenced operations in West Melbourne in the 1850s before moving to Spotswood in 1891) and the Melbourne Glass Bottle Works, which has had begun operations in South Melbourne in 1874 before moving to Booker Street in 1890.⁸

The climax of the area's industrial turn was the construction of the extant Sewerage Pumping Station on Douglas Parade, which was completed in 1897 and which formed the centrepiece of Melbourne's modern sewerage system – a massive undertaking of interconnected public works that transformed the city's ability to handle sewerage.⁹

Residential development began in the Spotswood area as it emerged as an industrial centre. John Schutt had acquired Allotment 17 of the Parish Plan in 1890 but the land remained undivided and largely undeveloped except for the home he built off Melbourne Road.¹⁰ Development in the north of the area was constrained by Stony Creek, which formed a natural northern boundary for suburb – as well as a second water access point for Industry in addition to the Yarra River to the east. By 1894,

² Parish Plan C345(19). The allotment was Crown Allotment 16 of Section 7 in the Parish of Cut-Paw-Paw

³ HO30 Spotswood Estate Heritage Precinct Citation, p3

⁴ HO30 Spotswood Estate Heritage Precinct Citation, p3

⁵ Cox 1864, Hobson Bay and River Yarra leading to Melbourne, SLV

⁶ 'The Modern Edom', *Argus*, 23 March 1878, p9; Vicsig, *Spotswood*, <https://vicsig.net/infrastructure/location/Spotswood>

⁷ *Hobsons Bay Heritage Study, Vol1b: Thematic History*, 2003, pp22-23

⁸ *Thematic History*, p23

⁹ Victorian Heritage Database Citation, *Sewerage Pumping Station*,

¹⁰ Certificate of Title, Vol. 2538, Fol. 496; MMBW plan no. 19, SLV

there had been more than 60 houses constructed in John Spotswood's former holding and more to the peripheries of the holding and elsewhere.¹¹



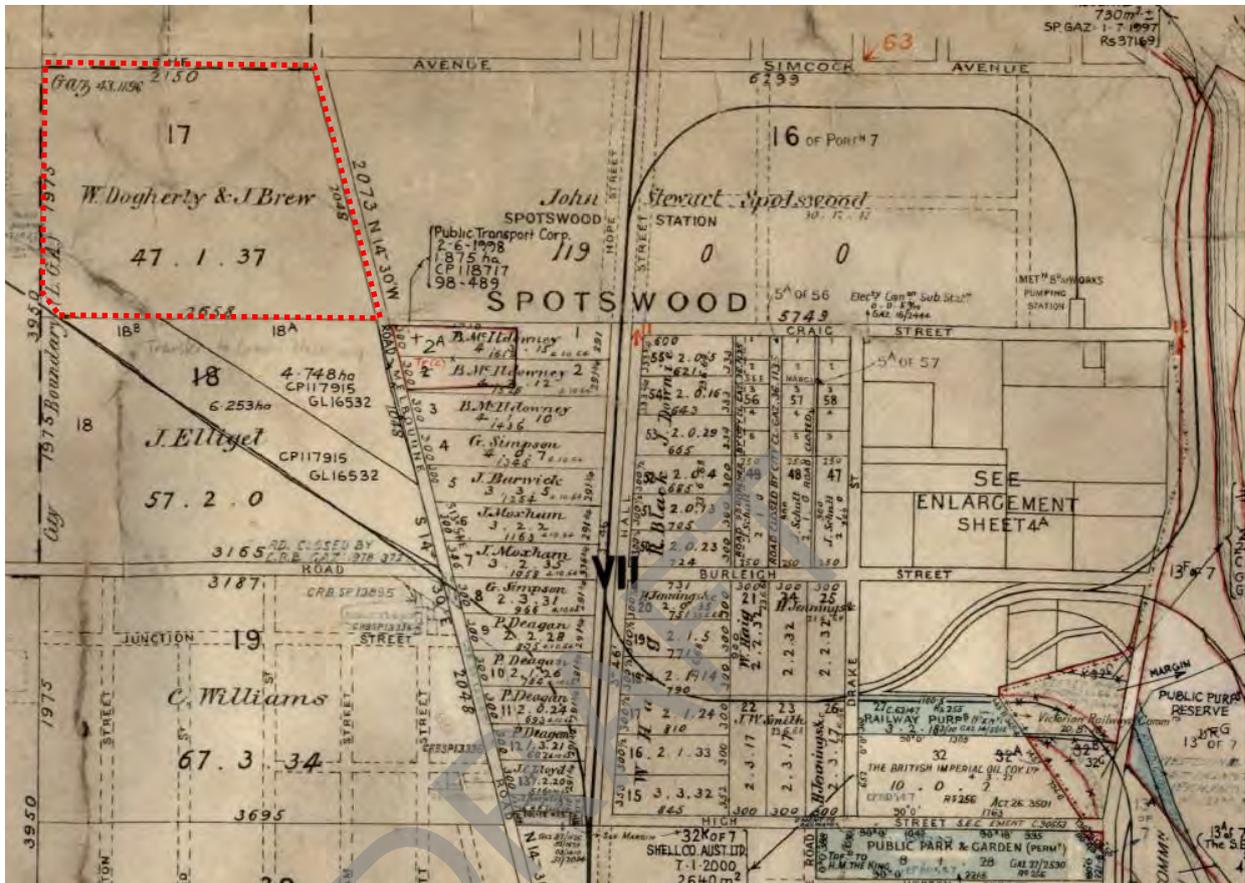
The Spotswood Area 1899. Residential and industrial development is concentrated around the Railway Line, creek and River
(Source: MMBW plan no. 19, SLV)

Perhaps no greater evidence that Spotswood was developing as a burgeoning residential area was the movement for a State School, which had been mounting since the 1890s when Spotswood has been firmly established as an industrial centre.¹² At that time, the closest state school in Newport was full and most children living in Spotswood had to walk to the school in Yarraville.¹³ After a petition was circulated in 1909, a temporary school was opened in a leased building in Robert Street and by 1914 a permanent school had been constructed on the present site on Melbourne Road¹⁴

¹¹ Spotswood Estate Precinct Citation,
¹² Spotswood State School No. 3659, Citation, pp3-5
¹³ Spotswood State School No. 3659, Citation, pp3-5
¹⁴ L J Blake (ed), *Vision and Realisation*, vol. 3, p20

Place History

The War Service Homes Commission Precinct originally formed part of Allotment 17 in the Parish of Cut Paw Paw, a 47 acre and one rood sized allotment first acquired by W Dougherty and J Brew. Historic research has uncovered little about Brew but John William Doherty was evidently part of an early settler families in the Spotswood area.¹⁵



(Source: Cut Paw Paw Parish Plan, C345(19))

Dougherty and Brew's holdings at Allotment 17 remained unsubdivided through the Victorian period and in August 1894 was acquired in full by John Schutt.¹⁶ Schutt was an early Spotswood resident, having migrated to Australia from England in 1831, he was appointed librarian of the Supreme Court in 1866 during Redmond Barry's time, only a decade or so after the Court's founding at the old court in Russell Street. He would have supervised the migration of the Library to the new and extant premises on William Street.¹⁷

Schutt was an esteemed figure in the legal profession in Victoria, holding the position of librarian of the Supreme Court Library for over 50 years and was intermittently the Secretary of the Board of Examiners for Barristers and Solicitors.¹⁸ More locally, Schutt was a Williamstown City Councillor for many years, representing the Victoria Ward.¹⁹

¹⁵ 'Obituary: John William Doherty', *Williamstown Chronicle*, 14 May 1932, p4

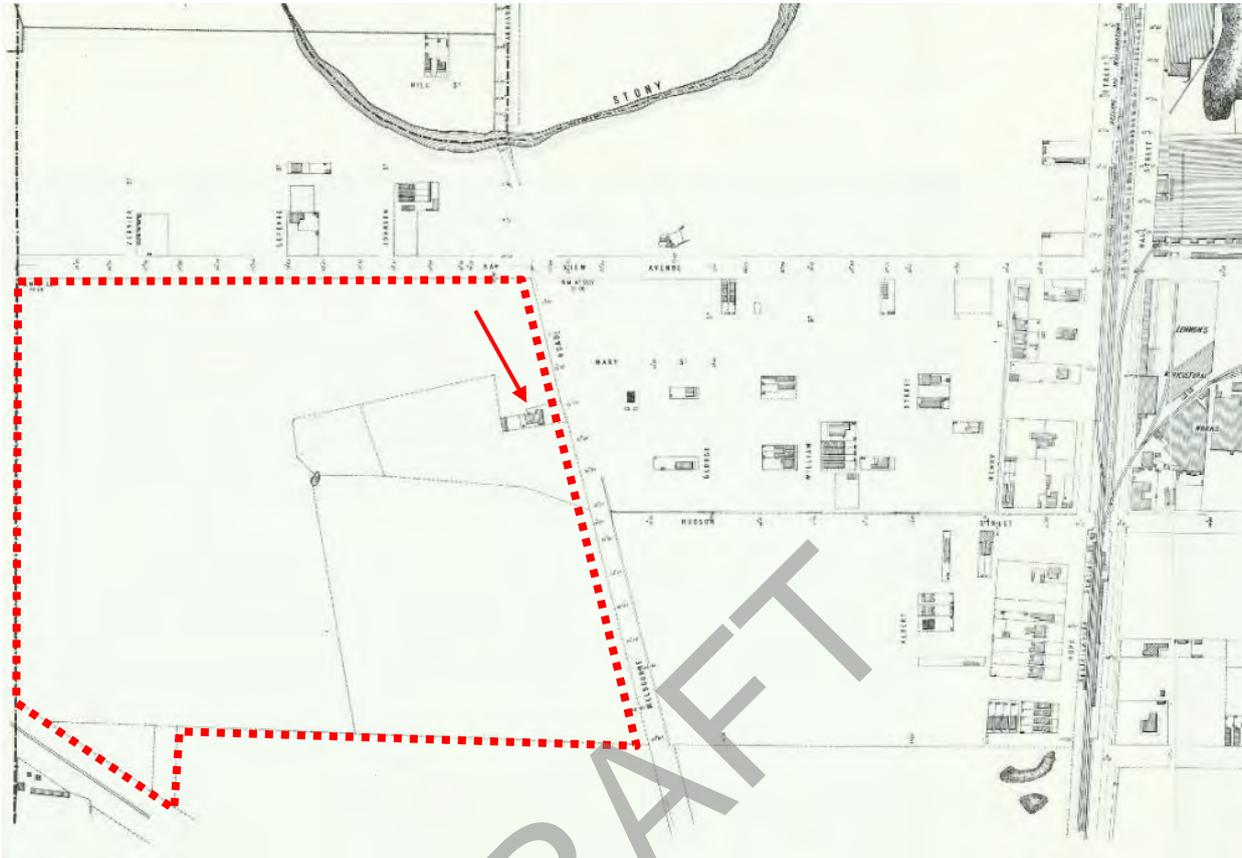
¹⁶ Certificate of Title, Vol. 2538 Fol. 496

¹⁷ Victorian Collections, Portrait, John Schutt, Supreme Court Librarian, 1916/17, <https://victoriancollections.net.au/items/4f72b96897f83e0308605b40>

¹⁸ 'John Schutt, An Appreciation', *Argus*, 1 March 1919, p7

¹⁹ Victorian Collections, Portrait, John Schutt, Supreme Court Librarian, 1916/17, <https://victoriancollections.net.au/items/4f72b96897f83e0308605b40>

Schutt swiftly constructed a house off Melbourne Road to the east part of his holding (by 1895) and there raised his son William John Schutte (house since demolished).²⁰



Schutt's estate c1894. Allotment 17 is outlined and his home off Melbourne Road is indicated with an arrow
(Source: MMBW Plan No.8, SLV)

William John, Schutt's son, would attend Scott's College and later become a Judge on the Supreme Court, where his father oversaw the library for so many years.²¹

²⁰ Geoffrey Serle, 'Schutt, William John (1868–1933)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <https://adb.anu.edu.au/biography/schutt-william-john-8362/text14673>; Sands and MacDougall's Directory, 1895, p502

²¹ Geoffrey Serle, 'Schutt, William John (1868–1933)', Australian Dictionary of Biography, National Centre of Biography, Australian National University, <https://adb.anu.edu.au/biography/schutt-william-john-8362/text14673>

Schutt held the Allotment undivided until his death in 1919, by which time the large holding had become known as Schutt's Estate.²² On his death, his holding past to his son William John and solicitor Lawrence Dugdale.²³ In an obituary, the senior Schutt was said to have been deeply moved by the Great War, even taking an interest in the welfare of a young officer who had once worked for him at the Court Library.²⁴ Schutt's sympathy for the returned soldier may have influenced his son's decision to pass his late father's land in Spotswood to the War Service Homes Commission that next year in 1920.²⁵



c1916/17, Portrait of John Schutt painted by celebrated artist Duncan Max Meldrum to celebrate Schutt's 50 years as Supreme Court Librarian²⁶

(Source: Victorian Collections, Portrait, John Schutt, Supreme Court Librarian)

1920 was the year the Housing and Reclamation Act was passed, a piece of legislation which authorised the lending of funds for housing to authorised persons at concessionary rates, with designs provided by the State Savings Bank.²⁷ In 1922, the Commissioner of the War Service Homes entered into a new agreement with the State Savings Bank under which the Bank to erect dwellings for returned servicemen and other eligible people on behalf of the Commissioner. The new scheme was to be financed by the Commonwealth with the State Savings Bank to collect payments from residents when the dwellings were completed.²⁸

²² 'Obituary: John William Doherty', *Williamstown Chronicle*, 14 May 1932, p4

²³ Certificate of Title, Vol. 2538 Fol. 496

²⁴ 'John Schutt, An Appreciation', *Argus*, 1 March 1919, p7

²⁵ Certificate of Title, Vol. 2538 Fol. 496

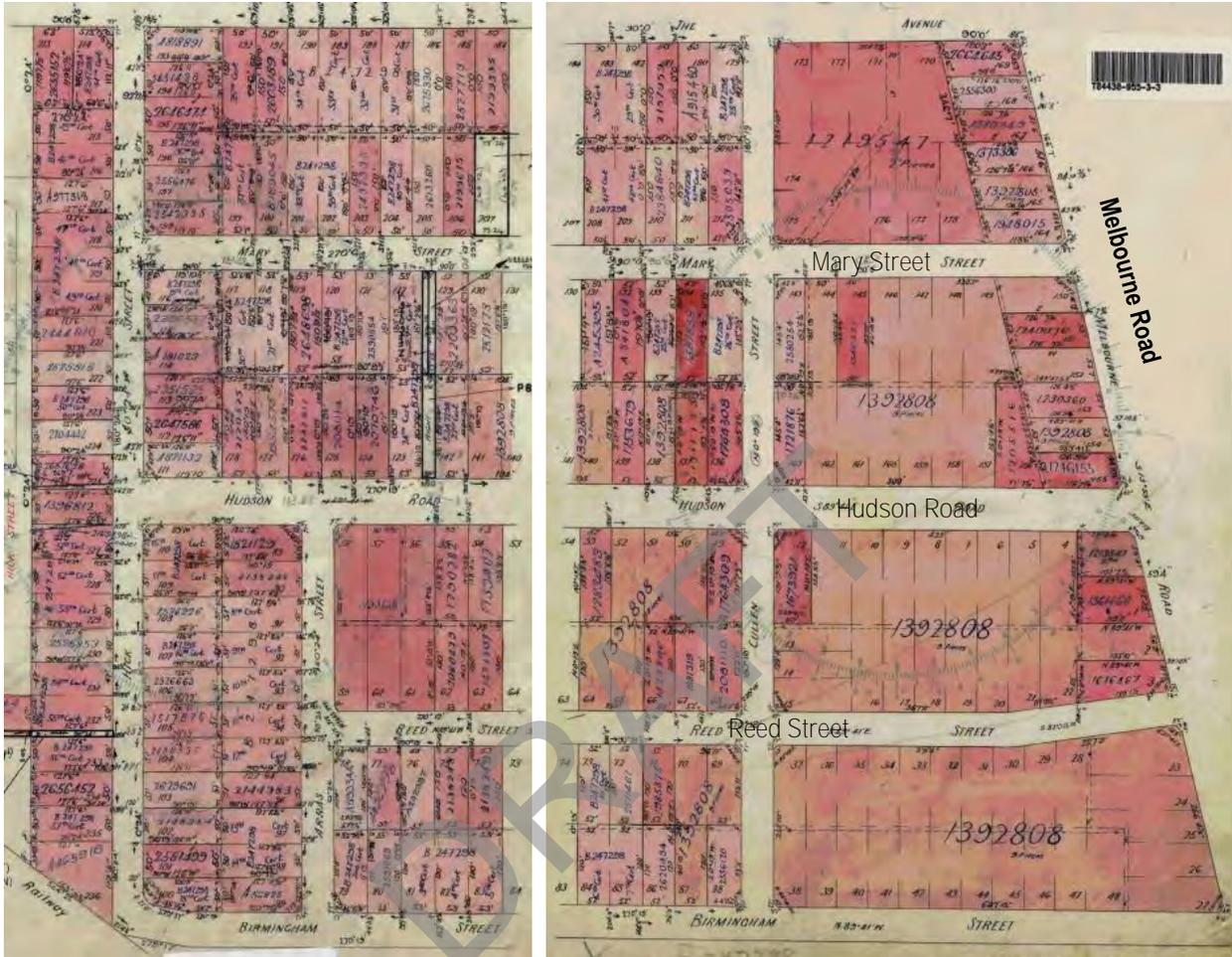
²⁶ Victorian Collections, Portrait, John Schutt, Supreme Court Librarian, 1916/17,

<https://victoriancollections.net.au/items/4f72b96897f83e0308605b40>

²⁷ 'State Bank Homes', eMelbourne, <https://www.emelbourne.net.au/blogs/EM01421b.htm>

²⁸ The State Savings Bank of Victoria: Statements of Returns, 1922, p8

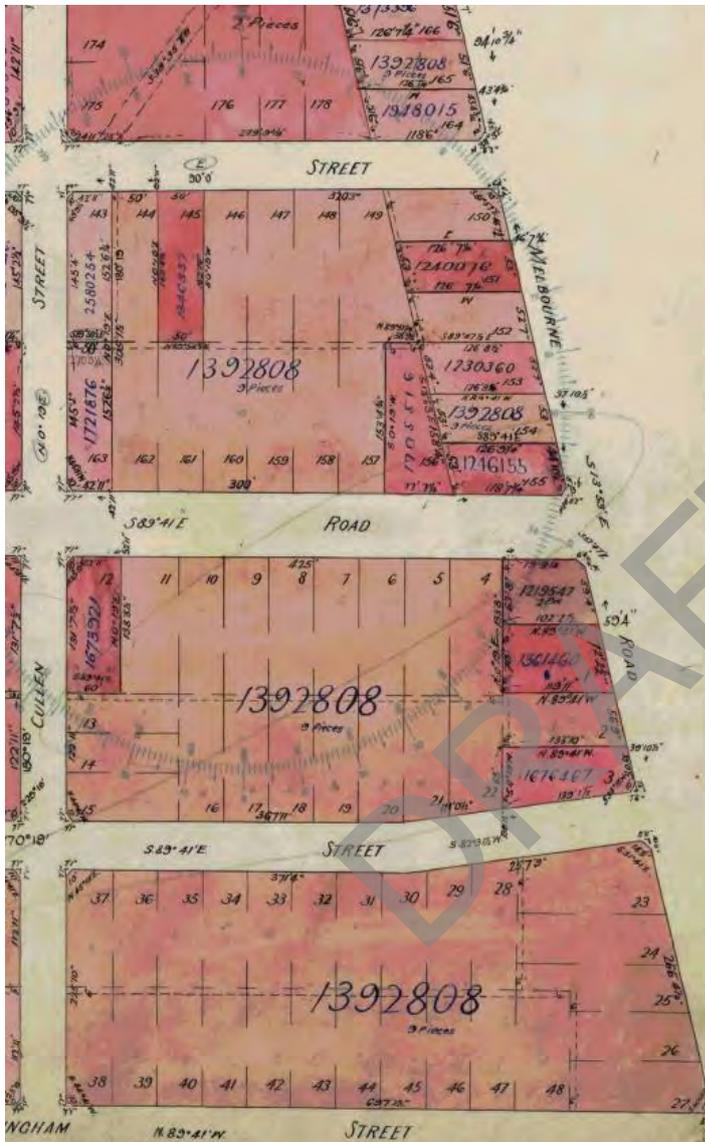
After acquiring Schutte's Estate, the War Service Homes Commissioner subdivided the 46-acre holding into residential lots.²⁹ Plans for the subdivision weren't lodged until 1924.³⁰ The aim for the State Savings Bank to develop 250 homes there under the new scheme for returned soldiers.³¹ The existing state bank designs were to be utilised, but twenty new building designs were also prepared for the new scheme.³² Plans were held at the Williamstown Town Hall for eligible person to inspect: applicants did not need to be Williamstown residents to apply.³³



The subdivision created by the War Service Home Commission in 1920
 (Source: Certificate of Title, Vol. 4430 Fol. 955)

²⁹ Certificate of Title, Vol 4430 Fol. 955;
³⁰ Plan of Subdivision LP10376
³¹ Certificate of Title, Vol 4430 Fol. 955; 'Land at Spotswood', *Williamstown Chronicle*, 28 October 1922, p2
³² The State Savings Bank of Victoria: Statements of Returns, 1922, p8
³³ *Williamstown Chronicle*, Saturday 28 October 1922, p2

The first part of the subdivision to be developed was in the area bound by Mary Street, Melbourne Road, Birmingham Street and Cullen Street, which at that time was held by the War Service Homes Commissioner and identified as 1392808 in the Certificate of Title (see below).³⁴ Tenders were called for ten buildings in 1922, with more to follow at regular short intervals.³⁵ **The building's themselves weren't constructed until 1925, when 40 buildings are noted as being constructed in the Sands and MacDougall's Directory on Hudsons Road, Reed Street and Birmingham Street.**³⁶ By February 1925, 50 four and five roomed timber structures had been constructed via the new State Savings Bank scheme.³⁷



The parcel retained by the War Service Homes Commissioners, and on which the first homes in the estate were constructed, is shown in light pink and identified as 1392808 (Source: Certificate of Title, Vol. 4430 Fol. 955)

There was evidently activity under the scheme elsewhere in the suburb as by 1923, 74 War Service Homes had been constructed in the wider Williamstown area and by 1924 that had risen to 116.³⁸

³⁴ Certificate of Title, Vol. 4430 Fol. 955

³⁵ The State Savings Bank of Victoria: Statements of Returns, 1922, p8

³⁶ Sands and MacDougall's Directory, 1925

³⁷ 'War Service Homes', *Herald*, 7 February 1925, p26

³⁸ The State Savings Bank of Victoria: Statements of Returns, 1924, p12

On completion of a substantive part of the new estate, the modern houses were described in glowing terms by the Williamstown Chronicle:

The scene presents the appearance of a village. The alacrity displayed by the people to whom the places had been allocated, in taking possession of their new homes, was remarkable. The matrons had their neat window curtains up, expeditiously and preparations were made for forming the gardens, and the children played about in the health-giving atmosphere. What a difference from some of Melbourne's congested slums.⁴²

Examples of the new designs developed by Leith for use in the new scheme are included below. All of these designs were timber framed and clad in timber boards (due to the high cost of brick). As shown below they also had tiled roofs, unpainted timber shingles to the gabled ends and timber framed windows. Some of the new building designs seen throughout the precinct (some in variation) are shown below.⁴³ These photos indicate the contrasting dark and light colour scheme.



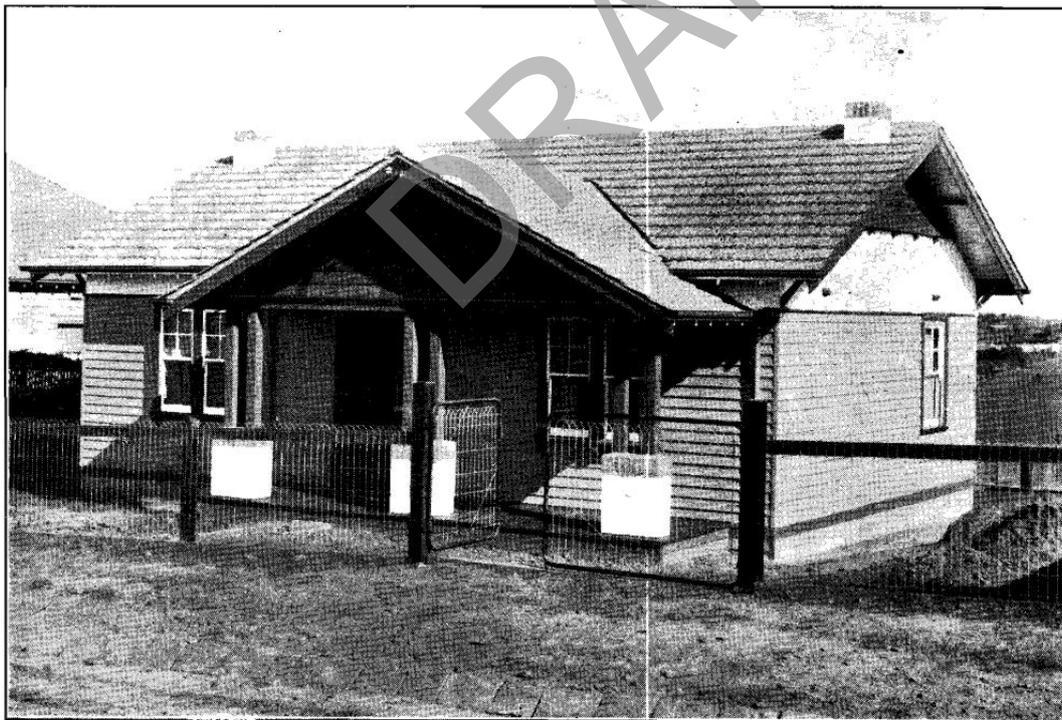
Example of the types of houses erected under the Housing and Reclamation Act during this time. Examples of this type (or variations) are evident in the precinct, for example 613 Melbourne Road
(Source: 'The Australian Home Builder', No 5, August 1923, page 56)

⁴² 'Latest General Topics', *Williamstown Chronicle*, 27 September 1924, p2

⁴³ The State Savings Bank of Victoria: Statements of Returns, 1923, p6



Another example of the types of houses erected under the Housing and Reclamation Act. Variations of this type are evident in the precinct, for example 617 and 619 Melbourne Road
(Source: 'The Australian Home Builder', No 5, August 1923, page 56)



Type of new house design created for the new scheme. Variations of this type are evident in the precinct for example 153 Hudsons Road
(Source: The State Savings Bank of Victoria: Statements of Returns, 1923, p)

In addition to the residential component of the subdivision, a large part of the subdivision, being much of the block bound by the Avenue, Melbourne Road, Mary Street and Cullen Street was acquired by the Mayor and Councillors of Williamstown.⁴⁴ The area was put aside for community use and is currently occupied by the RSL, bowls club and park. Furthermore, in 1940, the Roman Catholic Trust Corporation acquired a holding off Hudsons Road which was developed as a school site.⁴⁵

After the swift initial phase in the east of the subdivision, many of the vacant lots on Melbourne Road between Birmingham Road and the Avenue were developed with the extant timber bungalows: between 1928 and 1930 six houses were constructed in this area. By 1931, at the time of the below aerial photograph, the precinct had largely been filled in. More piecemeal development continued in the wider subdivision at this time as well, with development moving into the vacant lots to the west.



Area in 1931 with approximate boundary of precinct outlined
(Source: Landata)

⁴⁴ Certificate of Title, Vol 4430 Fol. 955

⁴⁵ Certificate of Title, Vol 4430 Fol. 955

Development in the subdivision continued into the late Interwar period, but by that time there was only limited activity in the precinct proper, which had been largely completed by 1930 (see above aerial). The last two contributory places in the precinct were constructed just as the War was commencing; being the hipped roof residence at no 607 Melbourne Road (between 1938-1940) and the bungalow at no 154 Hudsons Road (1940) ⁴⁶



The precinct and surrounding area of Spotswood in 1956. Melbourne Road is to the left
(Source: Landata, Melbourne Outer Suburbs Project, Run 7, Frame 84)

Into the Post-WWII period, development in the original subdivision was again largely concentrated to the vacant land in the west part of the subdivision.⁴⁷ Further consolidation also occurred in the precinct area as well, with the rear of 605 Melbourne Road subdivided and redeveloped with the extant detached timber residence in this period.

Large scale demolition of the Interwar and Post-WWII housing stock occurred throughout the original 1920 subdivision in the late 20th century and more recently. Consequently, there is little cohesion to the wider subdivision except for the precinct near Melbourne Road that was developed earliest.

⁴⁶ Sands and MacDougall's Directory, 1938, 1940, 1942

⁴⁷ 1956, Landata, Melbourne Outer Suburbs Project, Run 7, Frame 84

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

- Theme 4: Building settlements, towns and cities – Twentieth Century Residential Development (4.3) and Public Housing (4.4)

Comparative Analysis

The War Service Homes Commission Precinct is unique in the City of Hobsons Bay as an intact group of Interwar period houses constructed to State Savings Bank designs on land acquired under by the War Service Homes Commission under the provisions of the 1920 Housing and Reclamation Act.

There are a number of heritage overlay precincts in the municipality that contain some Interwar period residences, for example the Verdon Street Precinct (HO32) and Hannan's Farm Heritage Precinct (HO13). These precincts also include places from the earlier Victorian and Federation periods as they were typically subdivided during the 19th century and subsequently underwent phases of development into the mid-20th century, rather than being 20th century subdivisions.

The most comparable precinct is the *Lenore Crescent Heritage Precinct* (HO18), a small residential precinct in Williamstown, which also contains a group of Interwar period houses. HO18 is not directly comparable to the War Service Homes Commission Precinct however as it was speculatively developed in the private market rather than under the auspices of a State government department for the purposes of low cost housing. The houses are mainly timber bungalows though many have double gable ended frontages and feature bay windows. There is also one substantial brick Old English style house.

There are two other heritage overlay precincts in Hobsons Bay developed by State Government agencies for the purpose of low-cost housing, being the *Housing Commission of Victoria – Croker Street Estate Heritage Precinct* (HO16) and the *HCV Champion Road Estate Heritage Precinct* (HO15), both in Newport.

The *Housing Commission of Victoria – Croker Street Estate Heritage Precinct* (HO16), is a group of concrete houses constructed by the Housing Commission of Victoria (HCV) between 1943 and 1945. The *HCV Champion Road Estate Heritage Precinct* (HO15) is a group of red brick dwellings also developed by the HCV, though slightly earlier during WWII. These two precincts differ to the subject precinct as they date to the latter part of the Interwar period, have a distinct identity due to the planning and uniformity of their separate masonry construction, and not are reflective of the bungalow style.

Heritage Overlay Schedule Controls

External Paint Controls	No
Internal Alteration Controls	No
Tree Controls	No
Outbuildings and/or Fences	No
Prohibited Use	No
Aboriginal Place	No

Heritage Precinct Name	Spotswood Residential Heritage Precinct
Address	Bolton Street (part), Craig Street (part), Forrest Street (part), George Street, Hope Street (part), Hudsons Road (part), Melbourne Road (part), McLister Street (part), Raleigh Street (part), Reed Street (part), Robb Street (part), Robert Street (part) and The Avenue (part) in Spotswood
Heritage Overlay	HO30
Related Precinct(s)	Not applicable

Significance

Local

Style & Type

Heritage Precinct

Significant Dates

c.1886-1945

Designer

Unknown

Builder

Unknown



Statement of Significance

What is Significant?

The Spotswood Residential Heritage Precinct, which comprises all land in HO30 and includes houses east and west of the railway line. Places west of the railway are located in an area bound by McLister Street (south), The Avenue (north) and Melbourne Road (west). East of the railway, the precinct includes places to Craig, Raleigh and Robb streets.

The following original features contribute to the significance of the Spotswood Residential Heritage Precinct:

- Generally intact single storey houses dating from the late 19th century to the end of the Interwar period (circa 1945), one with an attached shop,
- Subdivision patterns established during the late 19th and early 20th centuries,
- Consistent setbacks,
- Intact roof forms (hipped, gabled, gambrel etc.) and cladding (including corrugated metal sheeting and terracotta tiling),
- Rendered or brick chimneys, as well as terracotta pots,
- Roof detailing such as decorative terracotta cresting and/or finials, and to gable ends

(shingling, weatherboards, half-timbering/battens, rendered finishes),

- Intact painted timber-framed walls with a range of cladding including ashlar boarding, weatherboards, (bands of) shingled boards,
- Intact face brick walls or porches,
- General timber detailing, including exposed rafter ends, brackets, decorative friezes (fretwork, spindles, etc.), turned timber posts, etc.
- Verandahs, usually with timber detailing though some with cast iron friezes, and porches with brick piers and the like,
- Decorative elements, usually classicising detailing such as cornices, brackets, pediments,
- Timber-framed windows including double-hung sashes, casements with toplights, bay windows, some with awnings or hoods,
- Front doors – usually timber, panelled and/or with glass panes, often with transom windows and/or sidelights,
- Front fences, mainly original low masonry (Interwar period),
- Minimal garden settings,
- Kerbing and channelling, and
- Complementary street plantings.

How is it Significant?

The Spotswood Residential Heritage Precinct is of local historic and aesthetic significance to the City of Hobsons Bay.

Why is it Significant?

Historically, it is significant for its ability to demonstrate the key phases of development in Spotswood during the late Victorian, Federation, and Interwar (through to the end of WWII), which was a consequence of the development of industries and railway-related infrastructure in the area. (Criterion A)

Aesthetically, it is significant for its consistent housing stock from the late Victorian, Federation and Interwar periods. It is notable for its consistent character, which is derived from the predominantly weatherboard single storey detached houses that have similar form, scale, detailing and materials. Most houses have a verandah or porch to the front and many retain original decorative features to their facades. Compared with other precincts in the Municipality, houses in Spotswood often occur in groups of two or more similar buildings, suggesting the work of a particular builder/developer.

The historic character of some streets is enhanced by an established canopy of mature exotic street trees. (Criterion D)

On this basis, the following places and other elements contribute to the significance of the precinct:

- Bolton Street (odd) 1, 3, 5, 7, 9, 11, 21, 23, 25, 27, 29, 31 (even) 8, 12, 18, 20.
- Craig Street (even) 42, 46, 48, 50, 52, 54, 56, 58, 60, 64, 66, 68, 70.
- Forrest Street (odd) 7, 9, 13, 15, 19, 21 (even) 10, 12, 14, 20, 22, 24.
- George Street (odd) 1, 3, 5, 9, 11, 21, 23 (even) 6, 10, 12, 14, 16, 18, 20, 22.
- Hope Street (odd) 9, 11, 13, 37, 39, 57, 61, 63, 65, 67.
- Hudsons Road (odd) 41, 43, 105, 111, 113, 121, 123, 125, 127, 135, 137 (even) 104, 128.
- McLister Street (even) 2.
- Melbourne Road (even) 626, 628
- Raleigh Street (even) 6, 8, 12, 14, 16, 18, 20.
- Reed Street (even) 4, 8, 12, 16, 18.

- Robb Street (odd) 1, 3, 7, 9, 11, 13, 15, 21 (even) 10, 14.
- Robert Street (odd) 1, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59 (even), 46 and 48.
- The Avenue (odd) 29, 31, 35, 37, 39, 41.

History

Historical background

This section of Spotswood was part of a large allotment which extended from the Yarra River to Melbourne Road, and was initially purchased during the 1840s by John Stewart Spotswood who began a dairy farm.¹ Around the end of the 1840s, John Spotswood set up a punt service across the Yarra near the mouth of Stony Creek. The service operated at least until the 1860s.

Stations along the Williamstown line opened as demand arose. At first only Williamstown, Williamstown Pier (then known only as Pier) and Footscray were opened, followed, a few weeks later, by North Williamstown. Geelong Junction (Newport) opened in the next month, March 1859. Spotswood Station opened as Edom in 1878, became Spottiswoode in 1881 and Spotswood in 1905.²

Specific history

The 119 acre site purchased by John Spotswood in 1841 consisted of land bound by the Yarra River (east) and what is now Melbourne Road (west), Craig Street (south) and The Avenue/Simcock Avenue (north).³



John Spotswood's holdings shown on the parish plan, top left

(Source: Cut Paw Paw Parish Plan C345(19))

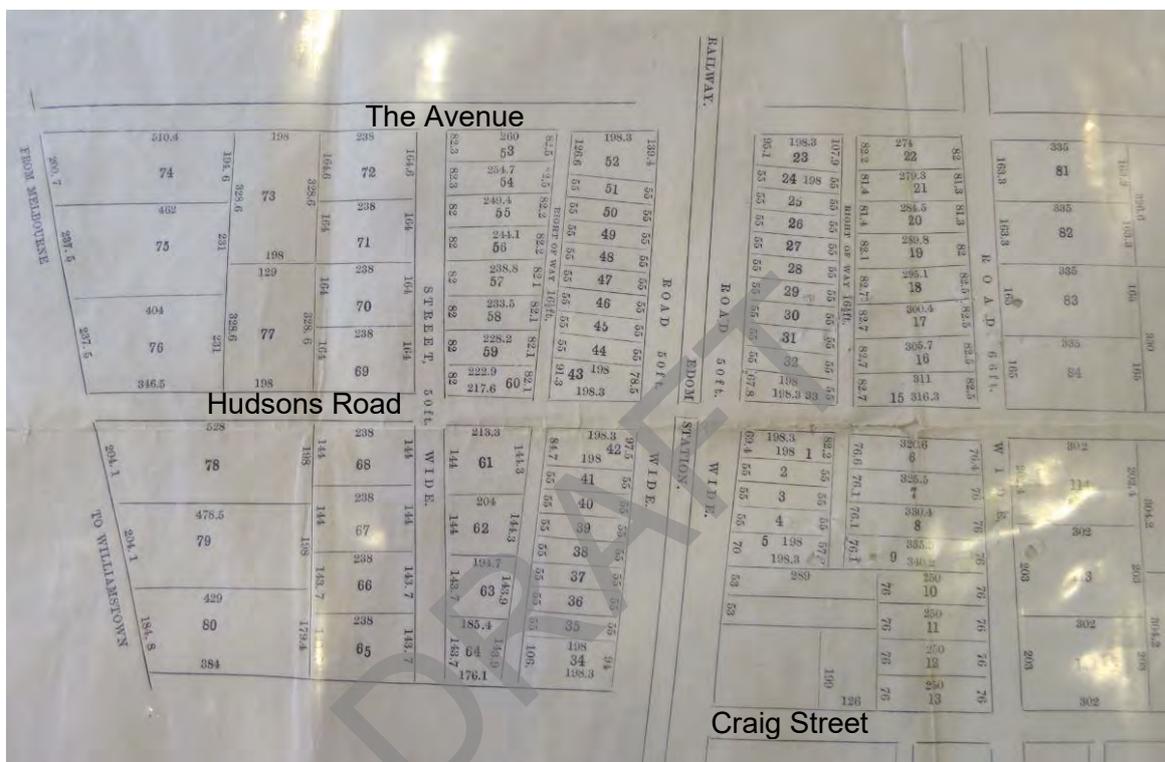
¹ *Hobsons Bay Heritage Study: Thematic Environmental History*, 2003, p12

² Barnard (1999)

³ Parish Plan C345(19). The allotment was Crown Allotment 16 of Section 7 in the Parish of Cut-Paw-Paw

In 1876, this allotment was acquired by Richard Day Burrell and Alexander Lindsay.⁴ The following year, speculators Thomas Bent and Charles MacMahon acquired the site. In 1878, Edom station and the adjacent rail crossing (on what is now Hudsons Road) were constructed on the Williamstown line, towards the centre of the land purchased by Bent and MacMahon. At this time, Edom was described as having a ‘desolate appearance’ and was said to be located in the ‘midst of a bleak and inhospitable moor’.⁵

After Bent and MacMahon purchased the holdings, a subdivision plan consisting of 114 lots described as ‘small cottage allotments’ was prepared.⁶ The area east of Forrest street, and based around both sides of the railway, was surveyed by the much noted former government surveyor and engineer, Clement Hodgkinson (LP 298).



The western half of the c. late 1870s subdivision

(Source: ‘Plan showing subdivision of Allotment 16 of Section 7, Parish of Cut-Paw-Paw’, SLV)

The first sale of subdivided land occurred in 1878, the same year the railway station opened. The proprietors prepared to sell any allotments for which there were buyers.⁷ The sale of allotments was limited, with only about 30 lots selling. These were located close to the railway line, most fronting the streets now known as Hope, Hall and Raleigh streets.⁸ One of the allotments to the east of the railway was sold to the Hon. John Woods Commissioner of the Railways.⁹

In 1883, Henry, Robert and William Hudson of Hudson Bros, Sydney purchased the balance of the site.¹⁰ A plan of subdivision within this precinct was lodged in 1886 and declared by surveyor, William Bage.

⁴ Certificate of Title, Vol 894, Folio 646

⁵ ‘The Modern Edom’, *Argus*, 23 March 1878, p9

⁶ ‘Plan showing subdivision of Allotment 16 of Section 7, Parish of Cut-Paw-Paw, circa late 1870s, State Library Victoria. ‘The Modern Edom’, *Argus*, 23 March 1878, p9

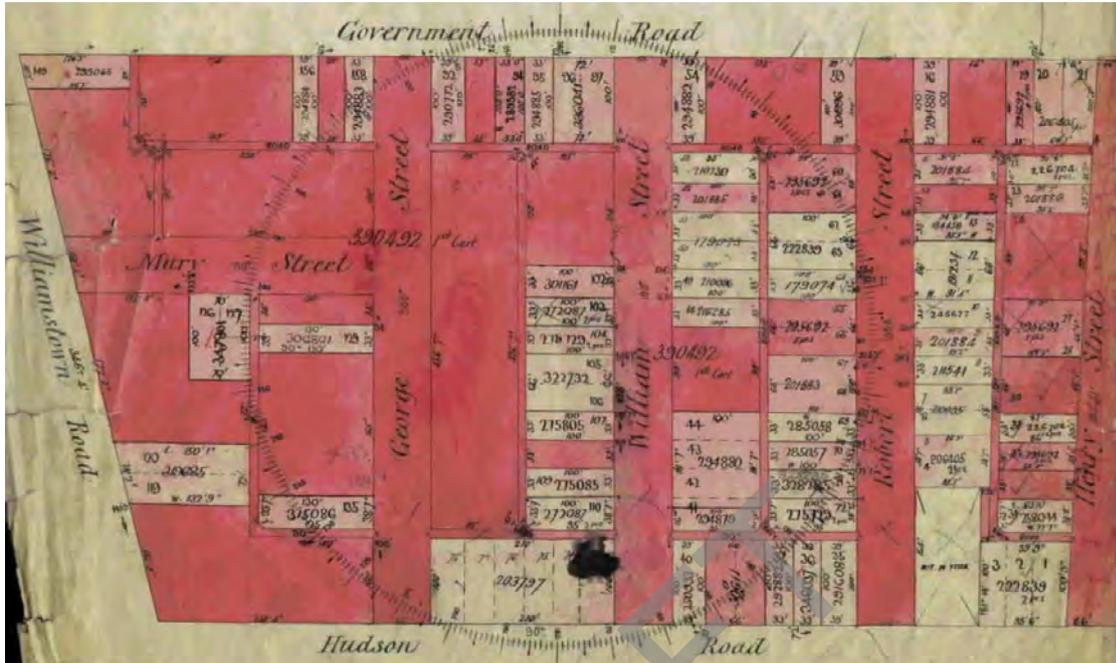
⁷ ‘Land Sale at Edom’, *Williamstown Chronicle*, 25 May 1878, p3

⁸ Certificate of Title, Vol. 998 Folio 593

⁹ The Modern Edom’, *Argus*, 23 March 1878, p9

¹⁰ ‘The Spottiswoode Estate Company’, *The Age*, 14 November 1893, p7, Certificate of Title, Vol. 1511, Folio 188

The Hudson's holdings are shown on the following excerpts from the relevant Certificate of Title. The lots that are numbered lots indicate a sale, while the the lots coloured red were not sold at this time. The first allotments to be sold by the Hudson brothers were also those located closest to the railway station, mostly to Robert Street, William Street (now Bolton), The Avenue and Hudsons Road as well as Craig, Raleigh and Robb streets.



The 1883 subdivision

(Source: Certificate of title Vol 151 Fol 188)

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The 1883 subdivision

(Source: Certificate of title Vol 151 Fol 188)

In 1888, the Spottiswoode Estate Company was formed for the purpose of purchasing land at Spottiswoode which was owned by the Hudson brothers. Both Henry and Robert Hudson held 5,000 shares in the company which went into liquidation in 1894.¹¹ In all, there were 158 approximately 33-38'X100' lots (about 300-350 square metres) distributed from Williamstown Road (Melbourne Road) to Forrest Street, north of Hudson Road.

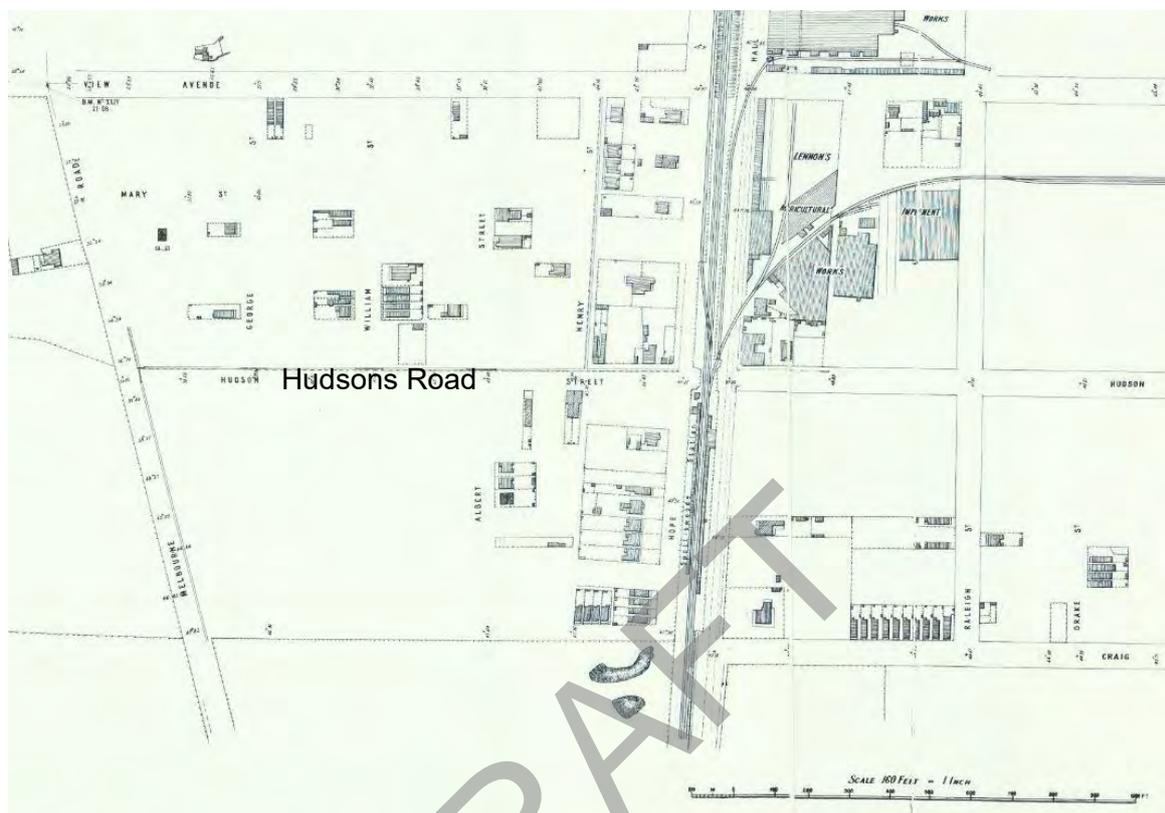
In 1890, a re-subdivision plan was lodged for most allotments located to south of Hudson Road and west of the railway line – although this subdivision did not include the whole precinct area, just parts to the west. The survey was lodged by Hall and declared by J S Jenkin in 1911-12. It was, in turn, once part of a larger estate, declared in 1890, which included Hope (formerly Station), Robert, Manchester and Birmingham streets (LP2966) stretching from Melbourne Road to the railway. The surveyor was Robert Poole and it was lodged by solicitors and land boomers, Fink Best & Phillips (VTO). Some of the land south of Hudson Road was later taken up by the Spotswood State school. Part of the area around the Hudsons Road railway crossing was built on a plan lodged in 1890 for A C Thomas solicitors and surveyed by Bruford & Braim.

Street names were changed over time, William Street becoming Bolton, and Henry Street becoming Forrest (1911). Bay View Avenue was changed to simply, The Avenue, while Mary Street was changed to Little Mary Street.

The 1894 MMBW Record Plan No. 8 showed that there were about 65 houses in the precinct area, scattered between largely vacant blocks. This included four brick houses in Hope Street and four timber cottages in McLister Street. On the south side of McLister Street, where the Victorian Railways Stores complex is, was a quarry. Across the railway, to the east, was another isolated row of ten similar timber houses facing Craig Street, with a few houses located nearby on both Raleigh and Drake (now Robb) streets. Further north there were several larger weatherboard houses facing Hope

¹¹ Victoria Government Gazette, no.44, 16 March 1894, p1301

Street, and several timber cottages to William Street (now Bolton). There were also a few houses to Hudson Street, The Avenue, Henry Street (now Forrest) and Albert Street (now Robert). At this time, the Spotswood Railway Station had a timber building on the eastern side only with a platform and small store on the west.

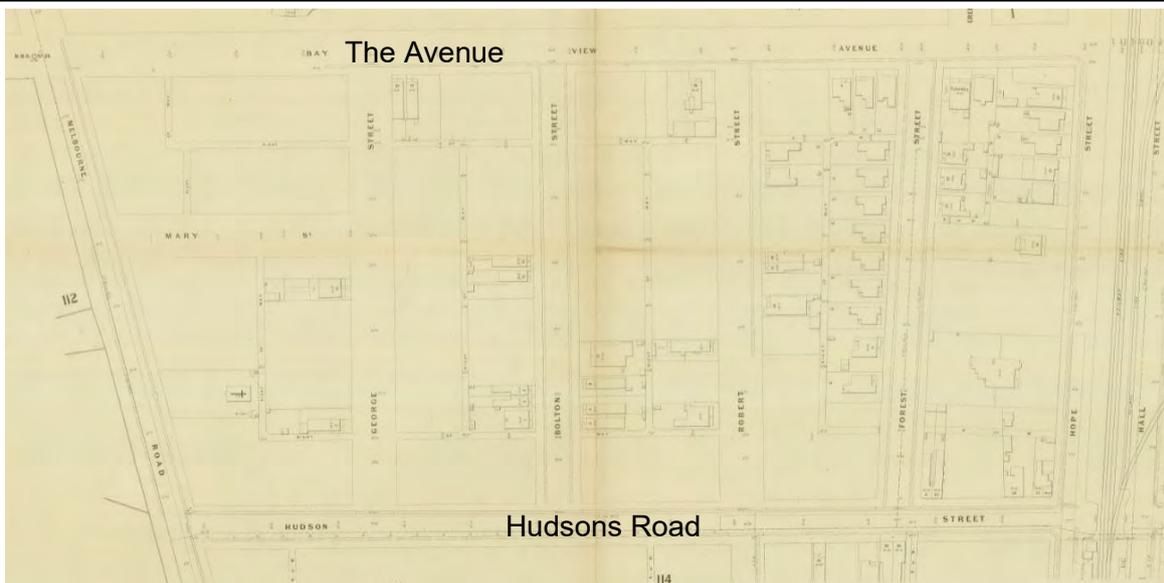


The precinct area in 1894

(Source: MMBW plan no. 8,SLV)

By 1904, there had been little further development in the north-south streets to the west of the precinct, George, Bolton and Roberts, with only 14 houses in that area.¹² This sporadic Victorian and early Federation period development is evident on the below MMBW plan which shows much of the precinct west of the railway line in 1904.

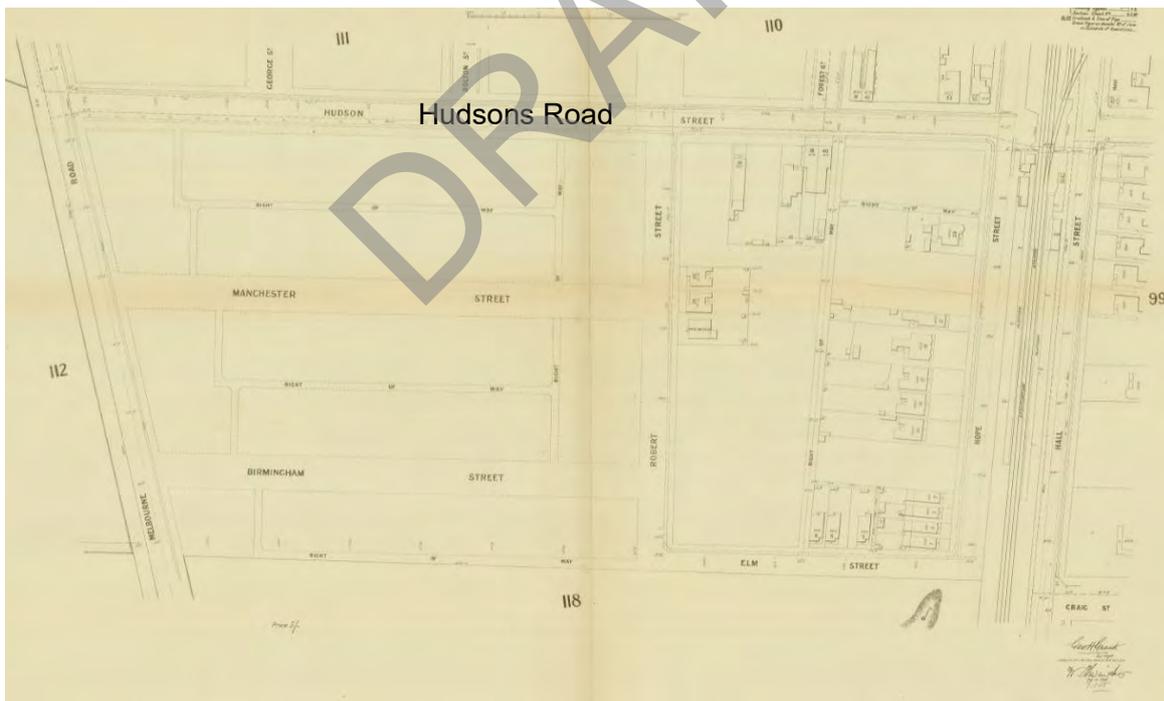
¹² Sands and MacDougall's Directory, 1904



The precinct in 1904

(Source: MMBW detail plan 110 and 111, SLV)

An alternative street layout existed south of Hudsons Street at that time, prior to the establishment of the primary school - shown on the below 1904 MMBW detail plan. Evident are two wide streets, Manchester (now Reed) and Birmingham, with rights of way to the rear.



The south side of Hudson street in 1904

(Source:MMBW detail plan 114, SLV)

Substantial redevelopment occurred in the Interwar period, with seven houses constructed on George, Bolton and Robert streets between 1904 and 1911, taking the total to 18.¹³ Eight further houses were constructed over the following three years to 1914 and a further six between 1914 and 1916. By 1918, there were 38 houses on George, Bolton and Robert streets.¹⁴

By 1920, most allotments on Hope Street had been developed and many residences had also been erected in Bolton, Robert and Raleigh streets. Many allotments however at the western end of both Hudsons Road and The Avenue, as well as the western side of George Street, were yet to be developed.

At this time, there was only one house on Craig Street, west of Raleigh Street and no residences to Reed Street, though several were erected in the next ten years. Between 1920 and 1930, several additional houses had also been erected on The Avenue, the western side of both Bolton and George streets, as well as the western end of Hudsons Road.¹⁵ The burgeoning area is evident in the below aerial photograph, taken in 1931.



Precinct area in 1931

(Source: Landata, Maldon Prison, Run 6, Frame 2874)

An aerial photograph from this time shows the part of precinct south of Hudsons Road. Evident in the foreground is the group of late Victorian period development to the east side of Robb, with row of mostly Federation period development opposite. In the vicinity several large industrial complexes had been established.

¹³ Sands & McDougall's Directory, 1911

¹⁴ Sands & McDougall's Directory, 1911, 1914, 1916, 1918

¹⁵ Sands & McDougall's Directory 1920 and 1930



Southern part of the precinct, between Robb Street and Melbourne Road, in 1930

(Source: Aerial view of M.M.B.W. pumping station at Spotswood, Shaw Ross Aviation, Co H29860, SLV)

In 1945, there was still several vacant allotments in the Spotswood area, most of which were located to the southern end of Robert Street and the northern side of Hudsons Road (seen on below aerial). By this time, street trees had been planted to George, Bolton and Robert streets as well as the northern side of The Avenue.¹⁶



Precinct area in 1945

(Source: Melbourne and Metropolitan Area Project, Run 21, Frame 58566, Landata)

¹⁶ Photo-map Melbourne 848 B4A, 1945, University of Melbourne

Description

The Spotswood Residential Heritage Precinct includes residential streets located east and west of the railway line that were developed during the late-Victorian, Federation and Interwar periods (through to the end of WWII).

Typically, houses are freestanding, timber-framed, have a verandah or porch, and are setback from the street with a garden and low timber fence to the front. They have hip or gable roof forms clad in terracotta tiles (Interwar period) or corrugated iron. Additionally, many retain original decorative elements to the cornices (brackets and paneling), gable ends (battened sheeting, shingles, etc.), verandahs (cast iron or timber components) or porches (brick or brick and timber). There are some mature street trees (Ash and Plane species) in the streets north of Hudsons Road. Most houses are modest, economical versions of the contemporary styles.

The Victorian period places are concentrated in the streets closest to the railway station – primarily Craig, Hope and Raleigh with a few in Bolton and Forrest. The cottages generally have hip roofs clad in corrugated sheet metal, rendered chimneys, a decorative cornice (incorporating brackets alternating with panelling), ashlar boards to the façade, and verandah with cast iron frieze and timber posts. Windows are double hung sashes, often tripartite.

Some of the Federation period places may appear to be Victorian, referred to as Victorian Survival style (hip roofs, rendered chimneys) but can often be distinguished from examples dating to the preceding period by having paired, often longer, timber windows. The Queen Anne style was the dominant mode of the Federation period and is characterised by asymmetric facades, gambrel roofs, tall red brick chimneys with roughcast rendered caps, and gable ends with battened sheeting. Walls may include a band/section with shingled (notched) boards, though ashlar boards remained popular in the area. Verandahs have turned timber posts with friezes displaying geometric motifs and/or curvilinear brackets and windows typically are casements with toplights. Only a few examples have terracotta tiled roofs and what was likely corrugated sheet metal cladding has often been replaced with metal sheeting with a tile-like profile.

The Interwar period places are usually indicative of the bungalow type, especially those dating to the 1920s. They tend to be concentrated in the streets furthest from the railway station. Typical of bungalows from this period they have prominent gable ends, usually two – a minor and major – and both orientated to the street given the width of the blocks. Other characteristics include gable ends with battened sheeting or timber shingles, boxed-framed windows, and porches with brick piers and (paired) timber posts. During the 1930s and early 1940s, hip roofs were the norm usually tile-clad. There are hardly any examples indicating the influence of some of the other popular styles of this period (e.g. Spanish Mission, Old English/Tudor Revival), though there are several circa 1940s buildings in a restrained mode, some with a slight Moderne influence by way of horizontal glazing bars to the windows and/or a concrete canopy at the entrance.

A summary of each street within the precinct is outlined below. Refer to the schedule for details of each building.

Bolton Street

Bolton Street includes a mix of late-19th century and early 20th century houses, including several Interwar bungalows. There are also a few single fronted Victorian period cottages, including two pairs to the western side of the street. On both sides of the street, there is a mixture of Plane and Norfolk Island hibiscus street trees.

Craig Street

Craig Street includes a group of similar (now with some alterations) Victorian single fronted timber cottages at Nos. 52-70, though the similar cottage at no. 62 was only constructed in 2013. Further to the east, there are five early 20th century houses, four of which are Interwar period bungalows.

Forrest Street

Forrest Street includes a mix of late 19th century and Federation period timber houses which are, typically located in groups of three similar residences. Mature Ash street trees contribute to the character of the streetscape.

George Street

There are several Federation period houses to George Street, some of which are good examples of their type (nos 3, 5 and 9). Additionally, there are a few houses from both the Victorian and Interwar periods as well as two 1940s masonry houses which are similar to the earlier dwellings in terms of their form, scale and setbacks.

Hope Street

Hope Street is notable for the group of largely intact Victorian residences at the southern end, consisting of a group of three double fronted Victorian and Federation period houses at nos 9, 11 and 13. Other contributory places are a mix of Federation and Interwar period houses and include a group of three largely intact Federation dwellings at nos 37, 39 and 41.

Hudsons Road

The section of the street immediately to the west of the railway consists of commercial development whilst the part further to the west, between Robert Street and Melbourne Road, is largely residential. Contributory houses mostly date from Interwar period or were constructed circa 1940. There are also a few Federation period residences and one largely intact shop (constructed in Interwar period and enlarged in the same style in the early Post-WWII) with residence to the rear.

Raleigh Street

On the eastern side of Raleigh Street there is a group of three symmetrical Victorian residences, two of which are mostly intact. Other contributory places include a symmetrical Victorian residence, a similar symmetrical Federation period house and an Interwar bungalow.

Reed Street

The northern side of Reed Street consists mostly of Interwar period weatherboard houses facing the primary school. These are a mix of 1920s and 1930s bungalows, and other timber houses that were erected circa 1940.

Robb Street

Contributory places in Robb street are mostly Federation period houses and include a group of three symmetrical houses flanked on either side by a pair of asymmetrical dwellings. Within this consistent part of the street, some houses have been altered, but could be restored as they are part of a pair/group. Other contributory places include two Victorian period residences, another Federation period house and an Interwar bungalow.

Robert Street

Robert Street contains a mix of Victorian, Federation and Interwar period timber houses, mostly located to the west side of the street. Notable examples include the group of five Federation period houses at nos 51-59. A largely intact pair of attached Victorian residences, which are rare in the precinct, is located on the east side of the street at nos 46 and 48. The northern end of Robert street is enhanced by mature plane street trees.

The Avenue

The Avenue east of Melbourne Road includes a few Interwar bungalows and a pair of Victorian cottages. Together these bookend both Bolton and George streets.

Integrity

Moderate – refer to specific comments above.

Context

Set on flat land surrounding the Spotswood Railway Station. It is adjacent to the Spotswood Industrial precinct on the east and south sides.

Comparative Analysis

Much of the housing in other parts of the municipality that were developed early - Williamstown and Newport – also dates to the Victorian, Federation and Interwar periods and is timber-framed. Williamstown has a higher percentage of Victorian period houses than Spotswood, reflecting the fact it was developed more so during this period.

The Spotswood precinct is distinguished by an established tree canopy to several streets and the relatively high proportion of contributory places as the larger precincts further south tend to include more altered and later infill (non-contributory) places. The houses in Spotswood are also relatively modest, many of which are cottages or single-fronted examples.

- Halls Farm Heritage Precinct (HO11): a large precinct generally with double fronted houses and few cottages.
- Newport Estate Residential Heritage Precinct (HO23): a large precinct which includes a higher proportion from the Interwar period, especially the 1930s.
- Power Street Heritage Precinct (HO26): this linear precinct includes some more substantial examples, in part due to larger allotments.
- Private Survey Heritage Precinct (HO27): this large precinct has a varied building stock with more masonry examples and a distinct character with many wide road ways and parts with an established tree canopy.

Thematic Context

David Helms, *Hobsons Bay Heritage Study Volume 1: Environmental History*, 2003:

Theme 4: Building settlements, towns and cities – Nineteenth Century Private Estate development (4.2), Twentieth Century Residential Development (4.3)

Associations

Robert Poole, Clement Hodgkinson.

Recommendations

Statutory protection

Hobsons Bay Planning Scheme:	Yes, in part. Tree controls.
Heritage Victoria Register:	No
Register of the National Estate:	No
National Trust Register:	No

Management objectives & conservation actions

Conserve elements that contribute to the significance of the precinct and ensure that new development is sympathetic to the historic character of the precinct in accordance with the relevant articles and conservation principles, processes and practice set out in the *Burra Charter*. Refer to the relevant Heritage local policy at Clause 15.03 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*
- Victorian Titles Office (VTO) lodged plans
- Sands & McDougall's Victorian directories (D)
- MMBW Record Plan No. 8 (c.1894)
- The Australia ICOMOS Charter for Places of Cultural Significance (The Burra Charter)*
- Certificate of Title Vol 894, Folio 646 + Vol. 998 Folio 593 + Vol. 1511, Folio 188
- Parish Plan C345(19).
- 'Plan showing subdivision of Allotment 16 of Section 7, Parish of Cut-Paw-Paw, circa late 1870s, State Library Victoria
- Victoria Government Gazette, no.44, 16 March 1894, p1301 *Williamstown Chronicle, The Age and the Argus*

Extent of overlay boundary



Proposed revised HO boundary

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