

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)

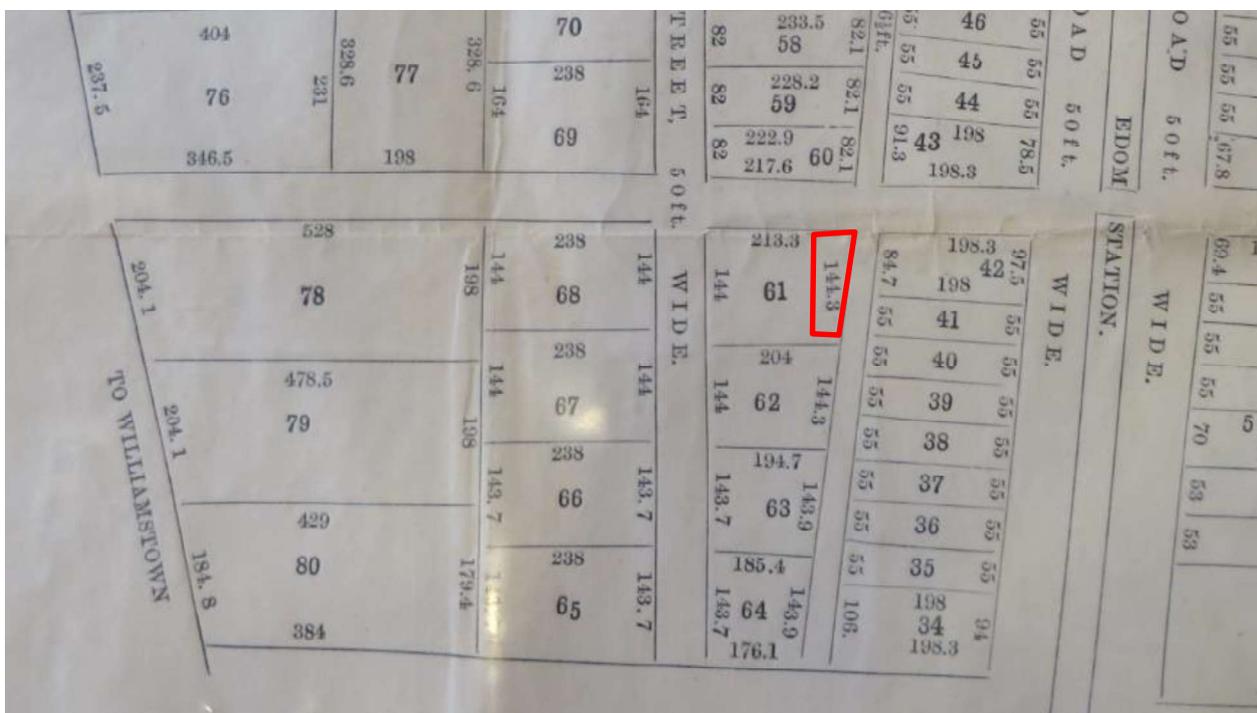
History

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

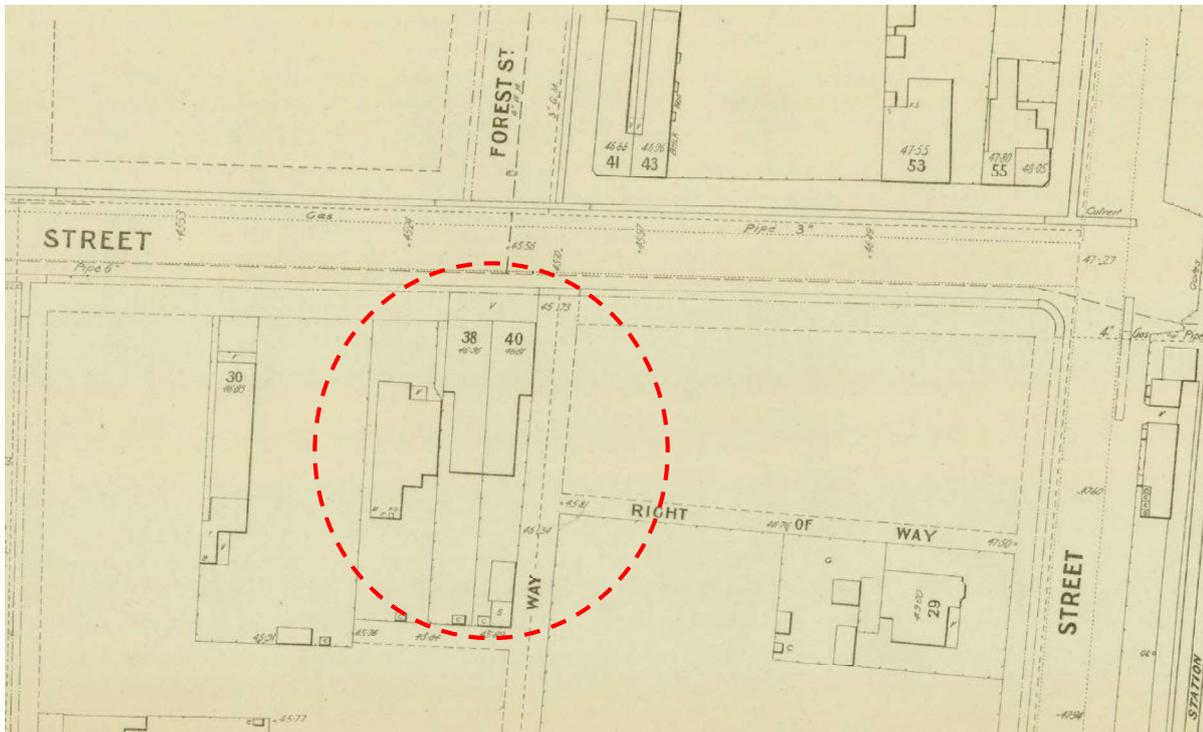
⁶ Certificate of Title, Volume 2260, Folio 962

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.