Tasmanian Heritage Register Datasheet

Tasmanian Heritage Council

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Hobart Tasmania 7001
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Name: **Jet Service Station**
Status: Permanently Registered
Tier: State

THR ID Number: **12149**
Municipality: Hobart City Council
Boundary: CPR11673

Location Addresses
479 SANDY BAY RD, SANDY BAY 7005 TAS

Title References
179530/1

Property Id
9359957

View from Maning Ave intersection, to west
© NRE 2026

Sandy Bay Road frontage, view to south-west
© NRE 2026

Maning Avenue frontage, view to north-east
© NRE 2025

Rear elevation, view to south-east
© NRE 2026

South-west side, new garage, railings to rear
© NRE 2026

Toilets to rear; iron gate to be restored
© NRE 2026

Ground floor - restaurant in former garage space
© NRE 2026

Ground floor - former showroom; folding doors
© NRE 2026

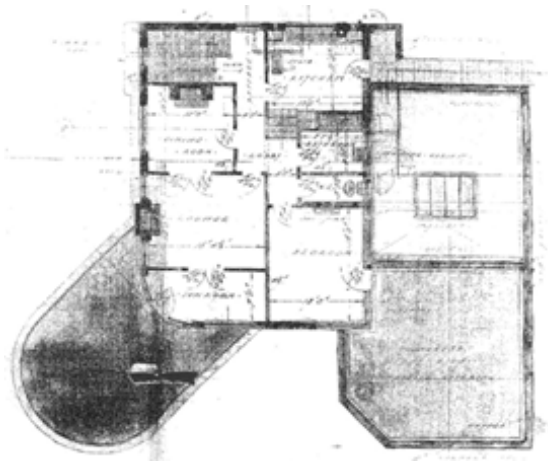
Apartment doors - ground floor; upper level, for sign price changes
© NRE 2026

Apartment - Art Deco style ceiling ‘rose’; gas heater and surround
© NRE 2026

Apartment - Art Deco fireplace details
© NRE 2026

Apartment - built-in cabinet, powder room
© NRE 2026

Ground floor plan - Riverview Service Station
1939, Architect Eric Round



First floor plan - Riverview Service Station
1939, Architect Eric Round

Sandy Bay Road elevation drawing
1939, Architect Eric Round

Maning Avenue elevation drawing
1939, Architect Eric Round

'Jet Servo' Sandy Bay Road, 1977
'Yeoldetasmania' Facebook group 2016

Advertisements - Motorcycles 1950; Aerial Photography 1977
'The Mercury' 24 Oct 1950, p.5; Yellow Pages 1977

Statement of Significance: (non-statutory summary)

The Jet Service Station, originally built as the Riverview Service Station, is of historic cultural heritage significance as it is able to demonstrate the increase in popularity in the use of the motor car, especially in the interwar period. It is a rare surviving example of a building designed specifically as a service station prior to World War II. The place demonstrates aspects of interwar society that have been largely lost elsewhere, and stands as a reminder of times when petrol stations and service centres were hubs of the community and proprietors became local identities. The Jet Service Station also demonstrates the principal characteristics of a two storey brick Interwar Functionalist building with elements of Moderne and Art Deco styling. It stands as a relatively intact example of the work of architect Eric Round, one of a small group of architects that introduced modernism to Tasmania, and together with adjacent buildings, forms a relatively intact early 20th-century streetscape.

Why is it significant?:

The Heritage Council may enter a place in the Heritage Register if it meets one or more of the following criteria from the Historic Cultural Heritage Act 1995:

a) The place is important to the course or pattern of Tasmania's history.

The Jet Service Station is of cultural heritage significance because it is a very early purpose-built petrol station building in Hobart and is one of the oldest continuously operating stations in the city. It demonstrates the growth in private vehicle ownership in Hobart in the pre-war years, particularly in more affluent suburbs such as Sandy Bay, the increasing popularity of motor transport for recreation and sight-seeing in Tasmania in the interwar period, and the need to service this part of society. In this way the place is considered to be representative of a major evolution in the pattern of domestic life for Tasmanians and as such, demonstrates aspects of interwar society that have been largely lost elsewhere. 'The Jet' also stands as a reminder of times when petrol stations and service centres were hubs of the community and proprietors became local identities. This was especially true for stunt motorcycle rider, aerial photographer, and long-time owner, Vern Reid, who brought the 'Jet' name to his Sandy Bay Road businesses.

b) The place possesses uncommon or rare aspects of Tasmania's history.

The Jet Service Station is of cultural heritage significance because it is a rare surviving purpose-built service station building from the interwar period in Hobart. It is one of the oldest purpose-built service stations in Tasmania.

c) The place has the potential to yield information that will contribute to an understanding of Tasmania's history.

No Data Recorded

d) The place is important in demonstrating the principal characteristics of a class of place in Tasmania's history.

The Jet Service Station is of cultural heritage significance as it demonstrates the principal characteristics of a purpose-built service station and residence from the Interwar period, including aspects of Functionalist ideology along with Moderne and Art Deco styling. It represents a complete complex of service station uses, designed to meet the needs of an increasingly vehicle dependent society, with stylistic characteristics evident throughout the building's form, construction and detailing. Development of the station coincided with the introduction of Modernist ideas to architecture in Tasmania, which initially merged with the more decorative styles. Art Deco detailing is used in the exterior brickwork of the two storey-building as well as plasterwork cornices and ceiling 'roses' to the interior, however, Functionalist characteristics and the streamlined aesthetic of the Moderne are also clearly present. These are most evident in the form of the building with its asymmetrical layout, rounded corners, variety of openings, and the bold curve of the awning, or 'porte cochere'. These elements follow the service station functions, working together to encourage a smooth flow of traffic from the road and through the site. The Jet Service Station serves as a clear demonstration of connections between function and style in design at a time of societal change, adapting to mass use of motor vehicles and expansion of the suburbs between the wars. It also contributes to a relatively intact early 20th-century streetscape, standing as an example of the historic spatial relationship between service stations and residential areas, now largely lost.

e) The place is important in demonstrating a high degree of creative or technical achievement.

No Data Recorded

f) The place has a strong or special association with a particular community or cultural group for social or spiritual reasons.

No Data Recorded

g) The place has a special association with the life or works of a person, or group of persons, of importance in Tasmania's history.

No Data Recorded

h) The place is important in exhibiting particular aesthetic characteristics.

No Data Recorded

Heritage approval is required for work that will result in changes to the nature or appearance of the fabric of a Heritage place, both internal and external.
Please refer to the Heritage Council's Works Guidelines (www.heritage.tas.gov.au) for information about the level of approval required and appropriate outcomes.
Heritage Advisors are also available to answer questions and provide guidance on enquiries@heritage.tas.gov.au or Tel 1300850332

This data sheet is intended to provide sufficient information and justification for listing the place on the Heritage Register. Under the legislation, only one of the criteria needs to be met. The data sheet is not intended to be a comprehensive inventory of the heritage values of the place, there may be other heritage values of interest to the Heritage Council not currently acknowledged.

Setting:

Jet Service Station is located on Sandy Bay Road fronting the Timtumili Minanya / River Derwent approximately 5 km south of Hobart's city centre. It occupies a prominent corner site bounded by Maning Avenue to the south-east. Across Sandy Bay Road to the north, Maning Avenue Reserve allows direct access to the river. Development in the surrounding area is predominantly residential and is characterised by single and double storey buildings of various styles from the 1920s to 1970s, interspersed with larger blocks of modernist flats from the 1930s to 1960s. Wrest Point Hotel Casino (THR #7496) and the University of Tasmania's Sandy Bay campus are located around 800 m to the north-west, and the suburb's main commercial strip is another 800 m in the same direction.

Description:

The Jet Service Station serves as a landmark on Sandy Bay Road. The corner site is largely covered by the building complex developed from 1935 to 36 for commercial and residential use over its two floors. Wide vehicular accessways extend from both roadways towards the main entrance to the former service station area, located under the awning of the porte cochere.

The main structure is of brick with large areas of glazing and is topped with 'flat' (minimum pitch) roofs concealed from street views by parapets, the large, curved awning presenting as a bold floating element projecting towards the intersection with Maning Avenue.

Designed at a time when modernist ideas were still developing out of the more decorative styles of architecture, the original complex is largely intact and generally appears as an early Modernist or Functionalist building, but also features some more Art Deco style elements inside and out.

Integrity and condition

A number of changes were made to the building after 1936, however, these were mostly in keeping with the form and style or otherwise represent the evolution of the place from a service station to a variety of other commercial enterprises. A Heritage Impact Assessment prepared in 2016 reported that the building was generally in 'good original condition'. It was acknowledged that a lack of maintenance had resulted in water damage to ceilings, but that the incremental upgrades carried out had retained much of the decorative detailing in good condition (Johnston 2016, p.10).

Major renovations commenced in 2024 and while these included some changes to the plan and form of the building, the original form is easily recognisable. The condition is considered to be good and the elements which are key to the significance of the place remain largely intact. Of particular note are the cohesive white and blue colour scheme, the removal of excess signage and restoration of the more significant historic sign elements.

At the time of writing, the former Jet Service station served as a mixed use, multiple tenancy commercial property with an apartment above.

ELEMENTS OF HIGH SIGNIFICANCE

Original building

The design of the original building complex is considered to be significant in its response to the motoring culture of Tasmania in the 1930s. This includes its planning, form, structure and detailing, all of which are evident 90 years on. The current building exhibits characteristics of the Art Deco movement externally in curved and chamfered corners ; geometric motifs in the brickwork walls; and decorative door and window hardware. The interior also retains Art Deco style detailing in the plaster cornice mouldings and ceiling 'roses' and brick fireplace and gas heater surrounds . However, the applied decoration is subdued, and externally the predominant aesthetic is of the streamlined Moderne, verging on austere Functionalism.

A key attribute of the Moderne evident in the former Jet Service Station is an overriding horizontal emphasis in form and detailing. Features which contribute to this include visually flat roofs, the large awning projecting towards the street corner, the strict alignment of window openings, horizontal arrangement of fine steel glazing bars, and patterning in raked brickwork. The curve of the corner walling appears to relate to the function of the site, receiving road traffic at the junction of the road; the 'porte cochere', or covered entry bay, is also related to this situation.

Large timber folding doors with glazed panels have been retained in their original position between the former garage and showroom spaces, however, the original hinges and other door hardware have been removed as part of the café development in 2026. As one of the very few early joinery elements remaining at ground floor level, it is recommended that this hardware, retained by the owners, be re-instated to avoid potential loss (City of Hobart Development Application PLN-HOB-2024-0505; site observation 2 March 2026).

Signage

There is extensive signage on the site and much of this has survived a number of business ventures carried out since it was used as a service station. Having been known as 'The Jet' for around 70 years, the site including its signage is valued as a local landmark, as noted by the owners and a number of community members when new signage was proposed in 2024. A number of signs relating to previous uses on the site have been assessed as being of historic heritage significance and were restored by the owners as part of recent refurbishment works. These include:
- The illuminated sign attached to the porte cochere balustrade clearly naming the site as 'JET SERVICE STATION' ;
- Horizontal signage panels fixed immediately to the underside of the awning; and
- The painted 'Riverview House' sign to the main wall fronting Sand Bay Road (City of Hobart 2025, pp.59–63).

The 'NO SMOKING' and 'VEHICLES DRIVEN AT OWNER'S RISK' signs from the Jet era have been retained within the garage, and as the clearest connection to the former use of the space, these may also be considered to be of significance.

Signage applied to the site following the Jet Service Station use is not considered to contribute to the significance of the site.

ELEMENTS OF CONTRIBUTORY SIGNIFICANCE

The following additions to the site are part of the early evolution of the place and are considered to contribute to its broader social values:
- Painted pressed metal sheeting concealing the horizontal bars of the wrought iron railing above the porte cochere (c.1937) and replaced as part of 2020s renovation and restoration;
- Rooms added above the workshop; covering a flat roof and skylight to the rear of the site, they are of similar materials and detailing to the original building (c.1937);
- External stairs to the side rear corner of the site with iron railings replaced in 2020s; and
- Larger openings provided for the retail premises which replaced the office and stores (accessed from the porte cochere) and the adjacent showroom.

A number of modifications have also been made relating to the range of functions following the vehicle service and sales uses on the site. Along with extensive restoration and renovation works in the 2020s, the following external elements were added to the property:
- A curved cornered extension to the upper level apartments extending over part of the terrace fronting Sandy Bay Road, incorporating an original window.
- A roof projecting over the outdoor area between the showroom and the porte cochere awning ;
- Curved dwarf walls constructed over the concrete apron of the port cochere, following the alignment of the awning above; and
- Dwarf walls and low concrete bench to the Sandy Bay Road frontage and dwarf wall to southern side of the porte cochere.

The work has largely been carried out in a sympathetic manner, and generally in line with the form and style of the original building. While not assessed as significant in their own right, these elements now form part of the structure and must be considered as part of the building when any works are proposed. Any alterations to these features which may impact the significance of the rest of the site to be considered on their merits when works are proposed.

ELEMENTS OF NO SIGNIFICANCE

Development proposed to form a new enclosed tenancy under the existing awning and to provide an additional floor above the upper level apartments (DA17/327) were not commenced. However, works to the upper level residence and the substantial redevelopment to accommodate a restaurant on the ground floor were largely completed in 2026 (PLN-HOB-2024-0505).

The following works carried out between 2017–2026 are not considered to be of significance:
- Changes to the ground floor tenancies and fit-out which do not include fabric from the service station period. This includes mechanical services infrastructure with external ductwork required to be finished to match existing painted masonry (PLN-HOB-2024-0505, THC Works ref. 8509);
- Alterations to the interior of the upper level residence as reconfigured into two apartments; and
- Signage applied following the closure of service station uses on the site (with the exception of the renovated signs noted above as Elements of Significance).

History:

The site

The area to the south of Kunanyi / Mt Wellington has been inhabited and managed by Aboriginal people for at least 35,000 years, specifically the Mouheneener band of the South East nation (Ryan 1996, p.40). Following the arrival of Europeans to the island and the establishment of Hobart Town in 1804, the colony quickly grew in all directions. Maritime industries and residential development began to spread into the low lying coastal areas to the south throughout the 19th century. Much of the area now known as Sandy Bay was settled by Norfolk Islanders in 1807–08 when the penal settlement was shut down. They survived the early years by farming the north-east facing slopes accessible by boat (Schaffer 2005, p.252).

The Jet Service Station site is part of an area extending from the foot of Mt Nelson to the Derwent Estuary first located to the Norfolk Island farmer and former First Fleet convict Edward Garth in 1808 (LIST, People Australia). In 1888 an area of 37 acres and 2 roods of this land was formally granted to Albert Henry Garth, a Tasmanian born descendent (LIST, *The Mercury* 16 November 1888, p.4). While the land was subdivided over generations, the extent of Albert Garth's grant is still evident in the alignment of Maning Avenue and Manresa Court, and the naming of Garth Avenue to the west of Sandy Bay Road continues the family's association with the locality (LIST).

Servicing a new way of life

The land that was to become the Jet Service Station site lies to the south-east corner of the Garth grant, overlooking the Derwent near where the Main Road became Browns River Road. Now known as Sandy Bay Road and forming part of the Channel Highway, this was the only road from Hobart to the south for many years. In this context, with motor vehicles providing for easier commuting to the city in the 1920s, it is not surprising that suburban housing began to be developed along this artery (LIST historical maps, aerial imagery). Sandy Bay was also a traditional place for recreation, with Long Beach attracting people from Hobart for picnicking, field sports and yachting, and motor vehicles made access easier for many.

In 1923 the Royal Automobile Club of Tasmania (RACT) was formed and began organising picnic road trips and advocating for safer roads with better connections across the state. Gradually, longer trips became possible, and more comfortable. So, by 1935, with the rapid increases in private car ownership and commuting, a growing road network, and motoring holidays becoming increasingly popular, demand for fuel stations and mechanics workshops was also on the rise (RACT website). It was at this time that the site (then incorporating the properties now described as 479 Sandy Bay Road and 1 Maning Avenue) was purchased by Ottilie Amanda Josephine Ohlsen (nee Koerbin [1883–1945]). Ottilie was a Registered Nurse who owned and operated Narrara Maternity Hospital in Goulburn Street, Hobart, known as 'Nurse Ohlsen's' (*The Mercury* 14 Jan 1928, p.1). She was married to an immigrant from her family's homeland in northern Germany, tailor, Gustav Adolf (Alf) Ohlsen (1872–1963), and by 1935 they had three adult children, Lena Josephine, born in 1903; Waldemar Adolf (Wally), in 1906; and Eric Gustav (Eric) in 1912 (People Australia records, Ancestry.com.au).

The Ohlsens' development

Commencing in 1935, the corner site was developed for Ottilie's son Eric, predominantly for use as a service station.

The original building complex was designed by architect Eric Round and constructed by builder JW Holmes for £2200. It included a showroom and office, service workshop, and driveway petrol bowsers under a porte cochere, as well as an upper level apartment (Building approval records 1935). By April 1936 the development was complete and operating as the Riverview Service Station (*The Mercury* 26 April 1936, p.3).

The functional design and streamlined Moderne aesthetic applied by Round aligns with the bright and progressive future promised by the motor car in its early years. The curves and horizontal articulation emerging in Tasmanian architecture at this time related to the increasing interest in technology in the 20th century and the understanding of its effect on movement, with inspiration drawn from motor car, ship and aeroplane designs (Johnston 2016, p.3). More specifically, in regard to service station design, the need to accommodate vehicle turning circles and queuing space, large canopies for weather protection, and wide openings and structural spans for garages, provided the opportunity to utilise new technologies and the contemporary, and increasingly futuristic architectural styles (Summerton 2012, p.475).

It appears that service stations were an Ohlsen family passion, as in 1935 Eric Round also designed a similarly curved and streamlined building complex for Eric Ohlsen's brother, Wally. Located on the corner of Argyle and Tasma Streets in North Hobart, this was known as Ohlsen's Service Station (Johnston 2016, p.4).

It is recorded that alterations to the Riverview were carried out in 1937, these appear to have included adding a fascia of painted pressed metal sheeting over the porte cochere and building additional rooms to the upper level. These rooms covered a flat roof and skylight over the workshop, but used similar materials and detailing to the original building (Building approval records 1937).

In 1939 Ottilie developed the open land to the west of the Riverview property with a block of four apartments (Building approval records 1938). Another local architect, Harry Hope, who also designed the 'St Alva' apartments at 362 Sandy Bay Road, used a similar Moderne style here, which complimented the streamlined aesthetic of the service station complex. The apartment block, 'Adell Lodge', appears to have been named after Adell Leila Bayes, who would become Eric's second wife in 1940 (*The Mercury* 8 May 1940, p.4).

The war years

Being a 'flying enthusiast' Eric Ohlsen was quick to join the RAAF when war broke out in 1939 and would serve until 1949 (Johnston 2016, p.6; Ancestry.com.au). By early 1940, the service station was subdivided from the adjoining apartment lot (which became 1 Maning Avenue) and sold to a Victorian, Robert Lawrence Lidgett (LIST - CT 438/112). A veteran of the motor transport unit in World War I, Lidgett enlisted to serve again in World War II His family also contributed to the war effort, mostly with fund raising events based at the service station, where they sold seafood for the Prisoners of War Fund and collected scrap aluminium for recycling. The site was also used as a polling booth for council elections in 1942 and 1944. Lidgett returned to Hobart following his service, but died suddenly in 1944 (Johnston 2016, p.8).

The Jet era

The property was purchased by former policeman and motorcycle business proprietor, Vernon George Nathaniel (Vern) Reid in 1945 (LIST – CT 2751/86 - 19.9p). At first Reid ran the Riverview Service Station himself, but in 1950 he began to lease this part of the site. A variety of proprietors, including FC Clifford, HW Lincolne, and JW Buckby, operated the business over the following 27 years. During this period Reid, known for his motorcycle and flying exploits, ran several other businesses from the property. These included a driving and riding school from 1954 to 1964 and an aerial photography service from 1966 to 1980; along with the motorcycle sales business he had operated since purchasing the property (*The Mercury* 24 October 1950, p.5; Johnston 2016, p.8). The floor above these commercial operations continued to be used as a single dwelling until 1958, when it was divided into three flats, providing another income stream. By 1975 Reid was advertising his business as Jet Motor Cycles, and in 1977 he took over the service station operation he would also call the 'Jet'; the name appearing to relate to Reid's interest in flying, rather than an association with the European fuel company (Johnston 2016, p.8).

Reid died in 1993, but the service station business continued to operate until 2006, and the 'Jet' name has lived on, widely recognised across Hobart and further afield. Alterations were made to the property to support a number of different retail, hospitality and residential uses which operated over the 2000s, however, a number of changes have been reversed with the renovations carried out in 2024. These include replacement of the lean-to extension to the upper level apartment fronting Sandy Bay Rd, removal of the open blockwork to its parapet wall and restoration of 'Jet' signage still considered to form part of the identity and significance of the place (City of Hobart 2025, pp.59–63).

Motor vehicle infrastructure and tourism links

Motor vehicles were introduced to Tasmania in the 1890s, but police didn't begin licensing vehicles and drivers until 1909. Vehicle traffic then grew such that by the 1920s main roads needed to be sealed and many had to be rebuilt, with almost all intrastate transport being taken over by either road or rail by 1930 (Alexander 2005, p.368).

Despite the Great Depression, there was even more rapid growth in private car ownership in the 1930s, and with this growth motoring holidays and day trips became increasingly popular. This demand and the economic benefits tourism promised helped to justify improvements to the road network around Tasmania (RACT website; *The Mercury* Fri 28 May 1948, p.4). The desired expansion coincided with mass unemployment and a 'work for the dole' type scheme was initiated by the Ogilvie Government in 1937. This resulted in infrastructure projects such as the Pinnacle Road to Mount Wellington being prioritised, providing enduring motor tourism assets for the state (Tasmanian Year Book 2000).

These efforts culminated in 1939, when the West Coast was connected via the Lyell Highway, the River Derwent was crossed by a floating bridge and the Wrest Point Riveria Hotel (part of THR #7496) was developed by entrepreneur Arthur Drysdale to capitalise on the burgeoning tourism industry (Reiser & Tonks 2009, p.5). Located less than a kilometre to the north of the Service Station site, this prestigious Streamline Moderne hotel by Philp and Wilson was purchased by Holyman & Sons' Australian National Hotels in 1947 (*Examiner* 16 Nov 1950, p.6). It became an integral part of their fly-drive holiday packages for interstate and international visitors and was soon adapted and expanded to the cater for the needs of Tasmanian tourists, all utilising the new and improved road network (Reiser & Tonks 2009, p.6-8).

The Architect

Eric Hazel Round (1900-60) was part of an energetic movement in Tasmanian architecture which brought Moderne and early Modernist ideas to the state in the Interwar years (Johnston 2016, p.4). Born in Hobart, Round studied at the Hobart Technical College and served his articles in the office of architect GS Crisp before practicing in New South Wales and Victoria (McNeill 2012, p.606). In 1930 he started his own practice in Hobart where he worked on a range of commissions, becoming best known for his Moderne style houses, hotels, and two notable service stations (pp.606-607). These were largely streamlined structures in brick featuring walls and canopies with rounded corners and minimal geometric Art Deco style detailing. Round's other most notable works were both in Collins Street: the 1937 Art Deco Hobart Tepid Baths (THR #9888), later known as the Plaister Aquatic House and now disused; and the 1936 early Modernist Cox Kay Printers building, now largely unrecognisable following replacement of its glass block façade (McNeill 2012, p.607).

The dare devil

Long time owner and proprietor of the 'Jet', Vernon (Vern) Reid became a local identity around Sandy Bay and was well known across Tasmania's south due to his family's 'dare devil' motorcycle stunt performances at the Royal Hobart Agricultural Show (Johnston 2016, p.8). His adventurous spirit also led to some notoriety as a risk-taker and innovator in remote flying across the state (*The Mercury* 3 Jan 1952, p.1; *Examiner* 8 Apr 1952, p.1).

Born in Launceston in 1909 (Family Search), a young Reid developed a passion for motorcycles. He moved to Devonport where he established a sales and service business and achieved some success in racing before joining the police force. He left this career in 1945, moving to Hobart where he took over the Riverview Service Station (LIST; Johnston 2016, p.8). Following WWII Reid acquired a Tiger Moth biplane, which he would use for the aerial photography business run from the site. The modifications he made to allow for water landings, including possibly the first use of 'floats' in Tasmania, made it possible for him to access remote areas others would not attempt (p.8). At least one rescue mission, to Swan Island off north-east Tasmania, was well documented in *The Mercury* (3 January 1952, p.1).

Running the service station in the 1980s, Reid would boldly advertise cut price petrol, openly undermining competitors, and he became infamous for these 'petrol wars'. As an independent owner and operator he was not tied to fuel company rental contracts and his criticism of the 'roster system' contributed to some ill-will in the industry. Reid's antics eventually attracted national attention, becoming the subject of an interview on the 'Willisee' television programme in the later 1980s (Johnston 2016, p.8).

Comparative analysis:

Early Petrol Stations and Service Centres

The first structures built specifically as what we now know as motor garages and service stations were simple buildings which go back to the first decade of the 20th century. The first known architect designed example is

Melbourne's Hawthorn Motor Garage from 1912, which included 'Edwardian parapet embellishments' (Summerton 2012, p.474). The first 'bowsers' for pumping petrol were seen in Melbourne in 1914 and 'petrol stations' began to spread around Australia through the 1920s. The associated structures, at first considered 'visually disruptive to streetscapes', gradually became more sophisticated and sometimes incorporated residences above. Functional needs including setbacks from streets for queuing, canopies, and broad spans and openings in structures, provided the opportunity to utilise new technologies and contemporary architectural styles. Often based on American examples, 1930s designs became more futuristic and the Moderne 'Riverview Garage' (later the 'Jet') by Eric Round is noted as a key surviving example in *The Encyclopedia of Australian Architecture* in 2012 (p.475).

There is very little service station infrastructure from the earlier years of motor vehicle service remaining in Tasmania , especially in more urban areas. The former service station at 3 Victoria Street in Hobart (THR #3462 Service Stations Pty Ltd) is the only place named as such included on the Register. The 'garage kiosk and associated structure' from the 1930s were identified as meeting criterion d, noted as being valued as a 'rare surviving representative of an interwar Motor Garage'. However, the site is also significant as it contains building elements and archaeological potential from the early colonial period, and these appear to be all that remains on the site in 2025.

There are a number of sites around the state which retain service station and garage buildings, but most of these have been altered to serve other purposes and therefore not as clearly recognised as being associated with their former uses. An example of this included on the heritage register is the Former Richardson's Motor & Cycle Garage (THR #10930) in Penguin. It dates from c.1910, but was adapted to become a supermarket by the 1980s.

There are also places that retain clearly identifiable elements from their former service station uses, specifically the canopies that sheltered fuel bowsers, including Hobart's 'Joe's Garage'. 'Joe's' is part of the Collins Street site registered as 'Archaeological Site' (THR #1929). However, its structures are not included in the registration and do not clearly express the character particular to the 1930s to 50s, being the period of rapid increase in motor vehicle use in Tasmania. Also not included on the register, but a building of this era, and one of the few places known to retain its canopies and bowsers, is Battery Point's Hampden Road Service Station, located at 64 Sandy Bay Road (Local Heritage Place C6.1.3141). Its form is of a Moderne to early Modernist style, but lacks the dynamism of the Jet's curves and more complex composition. Another less architecturally sophisticated and less intact example from this period is the 'Skyline Service Station' at 414 Huon Road, South Hobart. Ohlsen's Service Station on the corner of Argyle and Tasma Streets in North Hobart is an example contemporary with the Jet Service Station , being designed by the same architect for the same family in a similar configuration and style. Most elements of the original design are still evident, however, as the home of 'Motorworks Motorcycles' for over 20 years, the site has been modified, with its former canopy enclosed to serve as a showroom.

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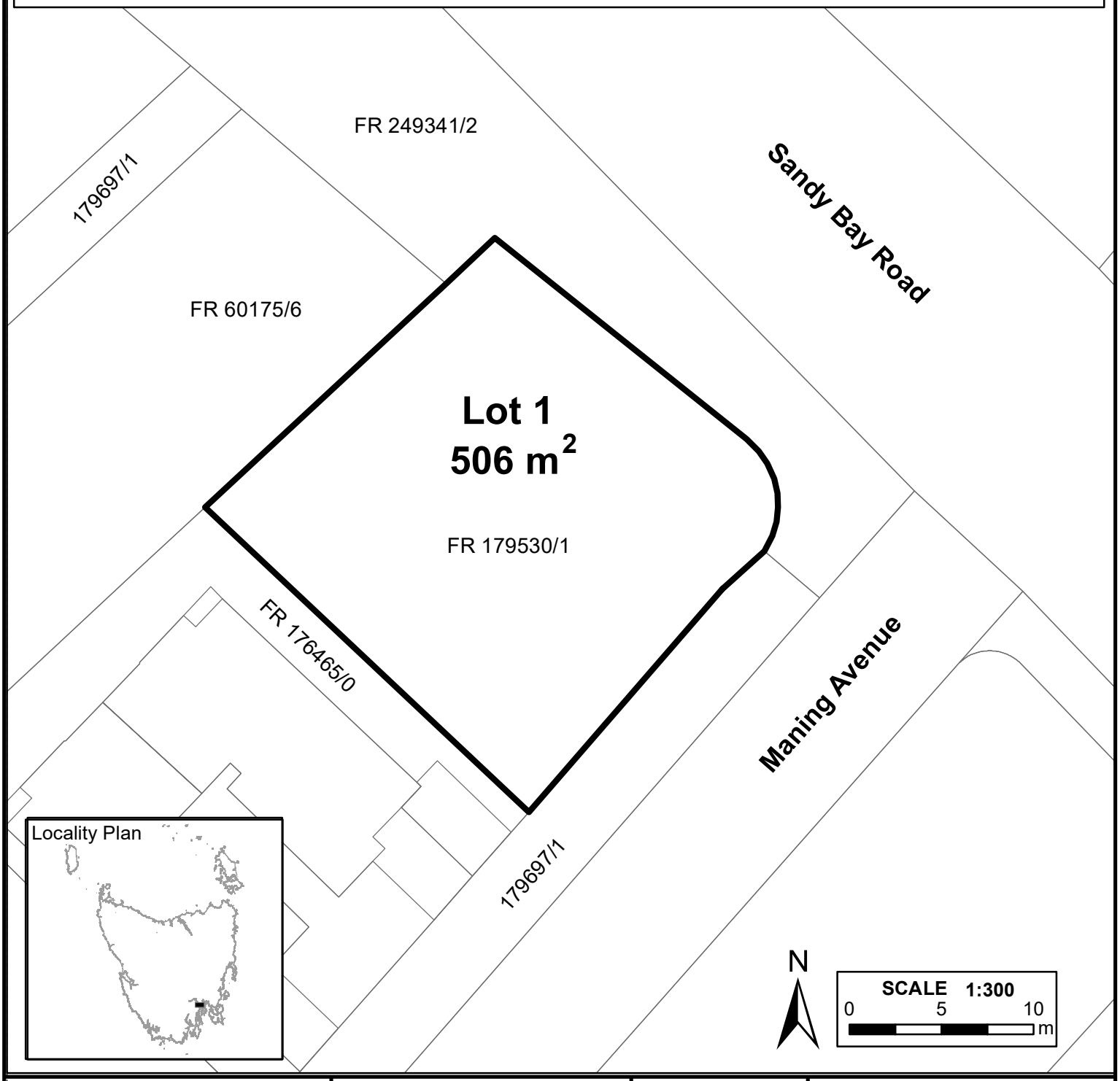
Note

1. Lot 1 represents the registered boundary for "Jet Service Station", #12149 on the Tasmanian Heritage Register.
2. Lot 1 is the whole of parcel FR 179530/1, the boundary of which is marked by a heavy black line, and described below.
3. All boundaries are parcel boundaries unless otherwise stated, details of individual land parcel boundaries may be accessed through the Land Information System Tasmania (LIST).
4. For the purpose of S15(4)(b) of the Historic Cultural Act 1995, this plan replaces the previous registration THR 8661 'Jet Service Station (formerly Riverview Garage)'.



TASMAP:	HOBART - 5225	GRID:	MGA94 / ZONE 55	DATUM:	AHD	CONTOUR INTERVAL:	N/A

No.	PRODUCTION / AMENDMENT	AUTHORITY	REFERENCE	DRAWN	APPROVED	DATE
1	Production	THC	12149	AW	M.FORD	1.5.26

Tasmania

Jet Service Station

479 Sandy Bay Road, Sandy Bay

PREPARED BY
HERITAGE TASMANIA

Tasmanian Heritage Council

GDA

CENTRAL PLAN REGISTER

p.p. Surveyor General: _____

Date Registered: 5.5.26

CPR 11673